OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START

OF

ROLL

ROLL

252

AGENCY
NAME: ODot Support Services

SERIES TITLE:

Contracts

FIRST RECORD
ON REEL:

Contract # 9865-1

REDUCTION
RATIO: 21X

1984 Beaverton/Tigard Hwy. 9865
Intchge. Sec, Sunset Hwy. (gr,
pav, str, sign, ill, sig.) #1

9865

144

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8244
Date: June 5, 1981

TO: MEMO TO THE FILE

File No: 34-1917

FROM: Bob Heard
BOB HEARD
Project Coordinator

SUBJECT: Sunset Hwy. - Highway 217
Washington County
CPO #1 Meeting

Jim McClure and I attended a regularly scheduled meeting of CPO #1 at the St. Vincent Hospital Complex on June 2, 1981. There were approximately fifteen people in attendance.

We reviewed the Sunset 217 Interchange project and also discussed the possibility of the transitway project being incorporated through the interchange (Tri-Met was also in attendance explaining the westside transitway, Frank Angelo and John Griffith).

We also stated that there would be a public meeting on this project on June 24, 1981 in the Souther Auditorium of the new medical building at St. Vincent Hospital. The public hearing would also be held July 23rd at the same place.

I handed out a limited amount of DEIS's for the project to people who are connected to the project or who expressed interest in reading the document.

pv

cc Don Adams
Jim McClure
Adrian Olson
Ed Hardt
Craig Markham

___ Versteeg ___
___ Anderson ___
___ Christensen ___
1 Olson Ouf
___ Sullivan ___
___ Terpin ___
___ Trout ___
___ Wakerlig ___

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JUN 8 1981
ROAD DESIGN
SECTION

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9865

I

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

June 4, 1981

TO: ALL INTERESTED FEDERAL AGENCIES

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Draft Environmental Impact Statement
Beaverton-Tigard Highway Interchange
Sunset Highway (US 26)
Washington County
IX-27-2

NOTED
E. S. HUNTER

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

If you need additional information on this project, please contact the Environmental Section, 412 Transportation Building, Salem, Oregon 97310. Telephone 378-8486.

GAP:ct

Attachment

Federal Energy Administration (1)
U.S. Department of Agriculture (1)
U.S. Department of Housing (1)
U.S. Department of the Interior (14)
Corps of Engineers (1)
Environmental Protection Agency (5)
Federal Activities EIS Filing Section (5)
U.S. Department of Commerce (2)
U.S. Department of Energy (NEPA Affairs) (1)
Department of Health and Human Services (1)
U.S. Fish and Wildlife Service (1)
Advisory Council on Historic Preservation (1)

RECEIVED
TECHNICAL SERVICES
JUN 8 '81
REFER TO
FOR
Info Invest R/O D/R Sign Act File

bc: D. E. Wilken
D. E. Swan
R. N. Bothman
Admin. Asst.
E. S. Hunter
D. H. Moehring
Ed Hardt

Form 734-3122

9865

1

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: May 19, 1981

TO: D. R. Adams, Project Development Manager
and T. A. Spence, Planning and Program Manager

File No: 34-1917

FROM: R. N. Bothman RNB
Administrator

SUBJECT: Sunset Highway at 217 Interchange

While briefing the Governor on the Banfield Transitway project, he questioned the funding for the 217/Sunset Interchange project. He also questioned the schedule for that project, indicating considerable interest in completing that improvement.

During discussions between Rick Gustafson and the CPO leaders in Washington County they displayed considerable interest in the 217/Sunset Interchange project as a Washington County priority.

Discussions with Jack Nelson and Lon Topaz of Beaverton have shown their preference to direct federal funds toward major regional projects such as 217/Sunset. Their attitude is that federal funds should be used for major projects impacting the regional transportation system.

There are five large (in excess of $5 million) regional projects, other than the Banfield, requiring interstate transfer funding. The five projects are: Oregon City Bypass, McLoughlin Boulevard, Powell Boulevard, I-505 replacement project, and the 217/Sunset Interchange.

Major commitments to the Banfield project in 1982 and 1983, coupled with anticipated funding levels for the interstate transfer program, appears to preclude 1982 or 1983 construction of these projects unless some smaller partial project were defined. However, we should be prepared to contract these large projects in order of priority to be established once the major commitments have been made to the Banfield.

The 217/Sunset Interchange could surface as a priority and you should be prepared.

RNB:PE

xc: F. B. Klaboe
H. S. Coulter

RECEIVED
DOT DIRECTOR
MAY 20 '81
REFER TO
FOR
Info | Inves | IR/O | ID/R | Sign | Act | File

NOTED
F. B. KLABOE

9865 1-28-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. IX-27-2(5) STATE PROJECT NO. See below

FROM: E. J. Valach, Acting Division Admin FHWA - Oregon Division	PROGRAM NO.	COUNTY NAME Washington
	ITEM NO. 00026	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 5 '81
REFER TO
Moehring
Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 12/16/80	FEDERAL ROUTE NUMBER Primary 27 STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:

Beaverton/Tigard Highway Interchange Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Program change
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/15/81 this will confirm the advance approval date of program change adding archeological salvage to the character of proposed work and to proceed effective 12/16/80 at a TEC of $995 Federal Funds $845.

A copy of the agreement is returned herewith.

(The above authorization does not require additional obligation of funds)

DATE 1/28/81	SIGNATURE OF APPROVING OFFICIAL G. K.	TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

9865

47 N

ROAD DESIGN SECTION DES 16-1

Ed Hardt
Region I Engineer

January 20, 1981

ADOlson
A. D. Olson
Preliminary Design Engineer

Highway 217 Interchange
Sunset Highway
Washington County

L Versteeg J
Anderson
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JAN 20 1981
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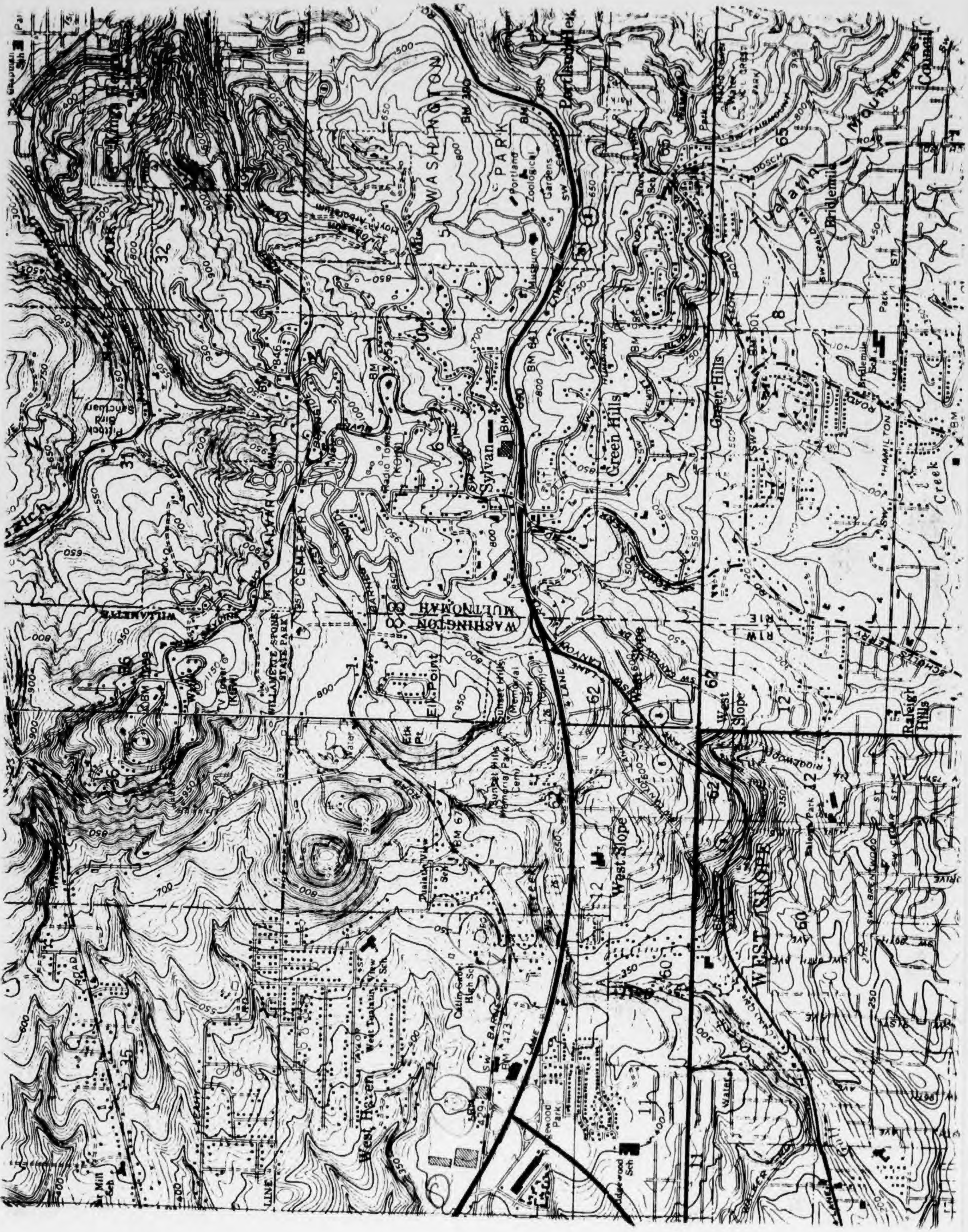
Enclosed is a copy of the preliminary detail map and profile on the proposed new interchange to serve Highway 217, Barnes Road and the Barnes Road extension throughout the Petercort property.

The Metro Environmental Section has been advised that there are collapsed lava tubes in the area that caused extensive problems in construction of the hospital. Evidence of these are indicated on the attached section of the quad sheet.

Would you please have the proposed plan reviewed by your geologist for comments on this and other problems he might foresee. Further data on the tubes is available from the Metro Environmental Section.

ADO:ja

Enc.


WASHINGTON PARK
Portland Zoological Gardens
Hoyt Arboretum
Museum
Portland Heights
Sylvan
Radio Tower
Green Hills
Bridlemile
Raleigh Hills
West Slope
WEST SLOPE
Pittock Bird Sanctuary
CALVARY CEMETERY
WILLAMETTE STONE STATE PARK
Elk Point
Sunset Hills Memorial Park
West Haven
West Tualatin View Sch
WASHINGTON CO
MULTNOMAH CO
R1W
R1E
Creek

9865

N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

47

TO: E. S. Hunter, Asst. State Highway Engineer
J. H. Versteeg, Head of Engineering
G. A. Potter, Manager, Environmental Section

DATE: December 22, 1980

FROM: A. J. George, Engineering Coordinator
Environmental Section

RE: Noise Abatement Review and Approval for DEIS
Sunset Highway at Beaverton-Tigard Interchange
Sunset Highway
Washington County

Attached is our completed noise study report for the subject project. Two Build Alternatives, as well as a No-Build Alternative were studied. One noise barrier (a wall-berm combination) is recommended for tentative approval, subject to future review based on which alignment of the West Side Transitway is chosen. One of the West Side Transitway alignments passes through the vicinity of the barrier and could affect the decision to build it. The estimated cost of the barrier is $40,000 (See Table 5, p. 14).

I concur with the barrier recommended in the report. Even though the barrier would only offer partial mitigation, noise levels at the affected residences would be reduced from Leq 73 dBA to Leq 67 ~~to~~ – 68 dBA. If you concur, this barrier will be included in both build alternatives advanced in the DEIS.

Your decision with regard to mitigation is requested.

AJG:TT:lb

Attachment

See P.17. .... re. Consider track screening;

✓ Versteeg ✓
Anderson
Christensen
✓ Olson
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ROAD DESIGN SECTION ENV 7-2

Tony George, Engineering Coordinator
Environmental Section

December 2, 1980

ADOlson
A. D. Olson
Preliminary Design Engineer

Noise Barrier Cost Estimates
Sunset Highway at Beaverton-
Tigard Interchange
Sunset Highway
Washington County
Prefix 34-1917-907

The existing right-of-way is not adequate to construct earth berms to the height required. Obtaining additional right-of-way for construction of the berms in this area does not appear to be feasible. The existing right-of-way on the right side borders S.W. Parkway Street and the existing right-of-way on the left side is approximately 10 feet from three receptors.

Concrete walls placed inside the existing right-of-way or berm/wall combinations appear to be feasible alternatives.

Concrete walls can be constructed with concrete block or precast concrete panels; both walls cost approximately the same to construct.

The cost of building the berm portion of these walls would be negligible as there is an excess of material for the normal project needs. No attempt was made to determine the cost of hauling and placing the material in the berms as opposed to disposing of it in some other manner.

BARRIER 1:

This barrier would need to be up to 13 feet high in order to achieve a 1- to 2-foot break in the line of sight. This barrier would begin at Station OX 99+30 Lt. and end at Station L^2 3212+00 Rt. Constructing a 1,637-foot long concrete wall inside the existing right-of-way line would cost approximately $260,000 averaging $159 per lineal foot. A berm/wall combination would consist of a 5- to 9-foot high earth berm 1,637 feet long, with a 4- to 6-foot high 950-foot long concrete wall on top. The wall would begin at approximately Station OX 93+50 Lt. and end at Station L^2 3210+43 Rt. The wall would cost approximately $105,000 to construct averaging $110 per lineal foot. The berm portion of the barrier would require approximately 8,500 cubic yards of material to construct.

BARRIER 2:

This barrier would need to be up to 11 feet high in order to achieve a 3- to 4-foot break in the line of sight. Constructing a 0- to 11-foot high, 440-foot long concrete wall inside the existing right-of-way line between Stations L^2 3207+80 and 3212+20 Lt. would cost approximately $65,000 averaging $148 per lineal foot. A berm/wall combination would consist of a 4- to 6-foot high earth berm 440 feet long, with a 4- to 6-foot high, 320-foot long concrete wall on top. The concrete wall would begin at approximately Station L^2 3207+80 and end at Station 3211 Lt. The concrete wall would cost approximately $40,000 to construct averaging $125 per lineal foot. The berm portion of this barrier would require approximately 1,200 cubic yards of material to construct.

All of the concrete walls can be constructed to tie into or replace existing or proposed right-of-way fence.

There would be no apparent adverse impact to the road design by constructing these noise barriers.

This would be a Type 1-A project.

It should be noted that there is a West Side Transitway project that shows a transit alignment through the vicinity of Barrier 2, which could eliminate some of these receptors as well as using the area required for the berm.

ADO:ja

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 7-2

TO: J. H. Versteeg Tony
Engineering

DATE: November 13, 1980

FROM: Anthony J. George, Engineering Coordinator
Environmental Section

SUBJECT: Noise Barrier Cost Estimates
Sunset Highway @ Beaverton-Tigard Int.
Sunset Highway
Washington County

Please estimate costs and determine engineering feasibility for the following noise mitigation measures. We would like for you to analyze earth berms, concrete walls, and berm-wall combinations for both barriers listed below. Please determine if additional right-of-way would be required, and, if so, please determine the additional costs. When analyzing the concrete walls, please determine whether or not the walls could tie into or replace the right-of-way fence. The location of the noise barriers is shown on the attached sheet.

Barrier	Location	Length	Height*	Break in Line-of sight	Calculated dBA Reduction
1	3197+40 (460' Rt.) to 3212+00 (115' Rt.)	1580'	8-9'	1-2'	2-9 dBA
2	3207+80 (90' Lt.) to 3212+20 (90' Lt.)	440'	6-11'	3-4'	2-9 dBA

* The easterly end of both barriers is assumed to taper into the existing terrain.

Additional maps, cross-sections, and photographs are available in the Environmental Section. Please contact Tim Thex or myself if there are any questions.

Thank you for your assistance.

AJG:TT:ct

Attachment

cc: Adrian Olson

1 Versteeg ✓
Anderson
Christensen
AG Olson copy
Sullivan
Terpin
[illegible]
Wakeing

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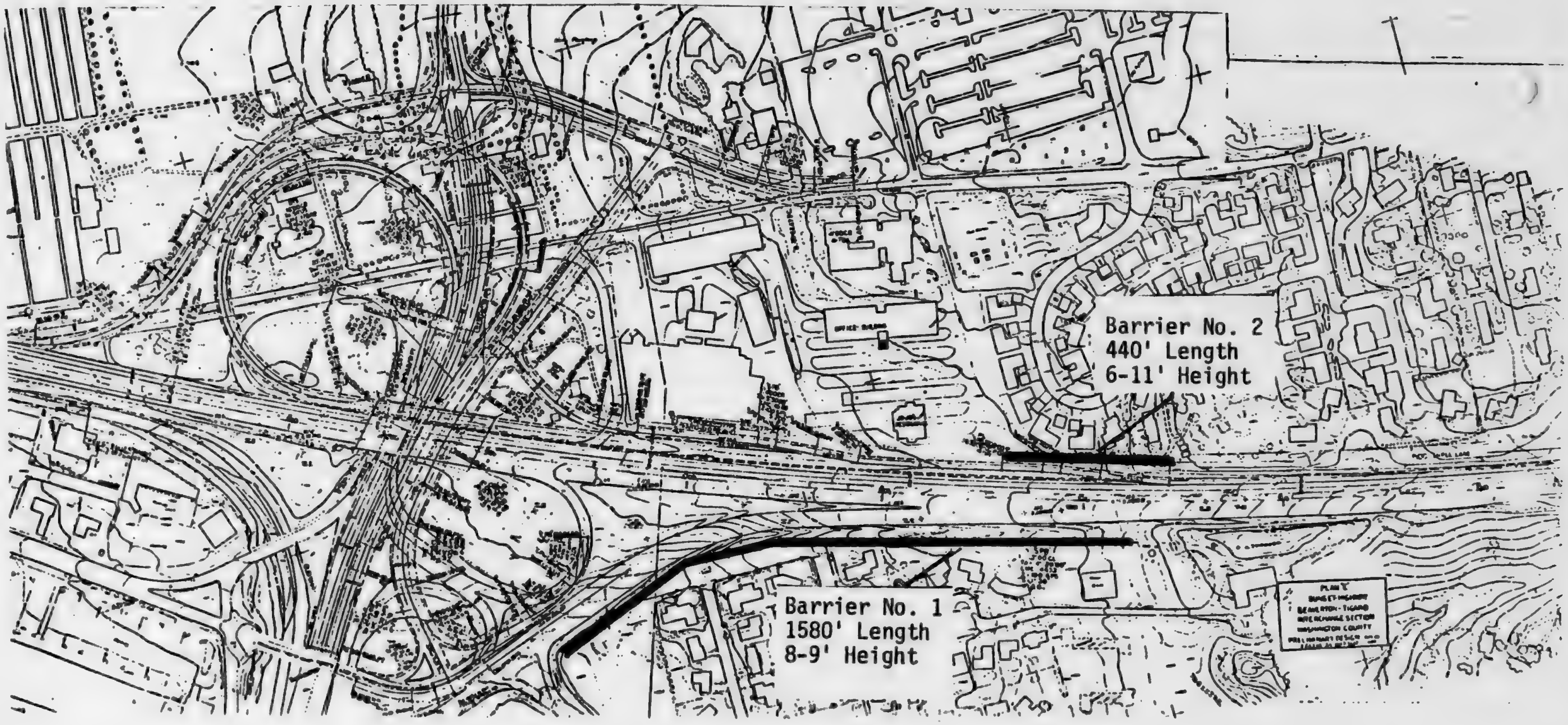
ROAD DESIGN
SECTION

FIGURE 9
LOCATION OF
NOISE MITIGATION INVESTIGATED


Barrier No. 2
440' Length
6-11' Height
Barrier No. 1
1580' Length
8-9' Height
SUNSET HIGHWAY
BEAVERTON - TIGARD
INTERCHANGE SECTION
WASHINGTON COUNTY

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

Project Beaverton-Tigard Hwy. Interchange
Preparer Doug Iverson
Highway Tualatin Valley Hwy. (OR 8)
Date August 5, 1980
County Washington
City Beaverton

INTRODUCTION

Oregon State Highway 8, also known as the Tualatin Valley Highway, connects the City of Portland with western Washington County. The Tualatin Valley Highway (T.V. Highway) originates just west of the intersection of Scholls Ferry Road and U.S. Highway 26 and traverses southwest through the cities of Beaverton, Aloha, Forest Grove, and terminates at Glenwood, Oregon.

Heavy congestion occurs along the T.V. Highway through the City of Beaverton during peak traffic hours. To improve the flow of traffic, a transportation systems management (TSM) program is proposed for the T.V. Highway between Walker Road and Murray Boulevard (See Figure 1). The TSM project consists of intertying the traffic signals at the following intersections: S.W. 107th Avenue, S.W. 110th Avenue, Highway 217, S.W. 117th Avenue, Hall Boulevard, Cedar Hills Boulevard and Hocken Avenue.

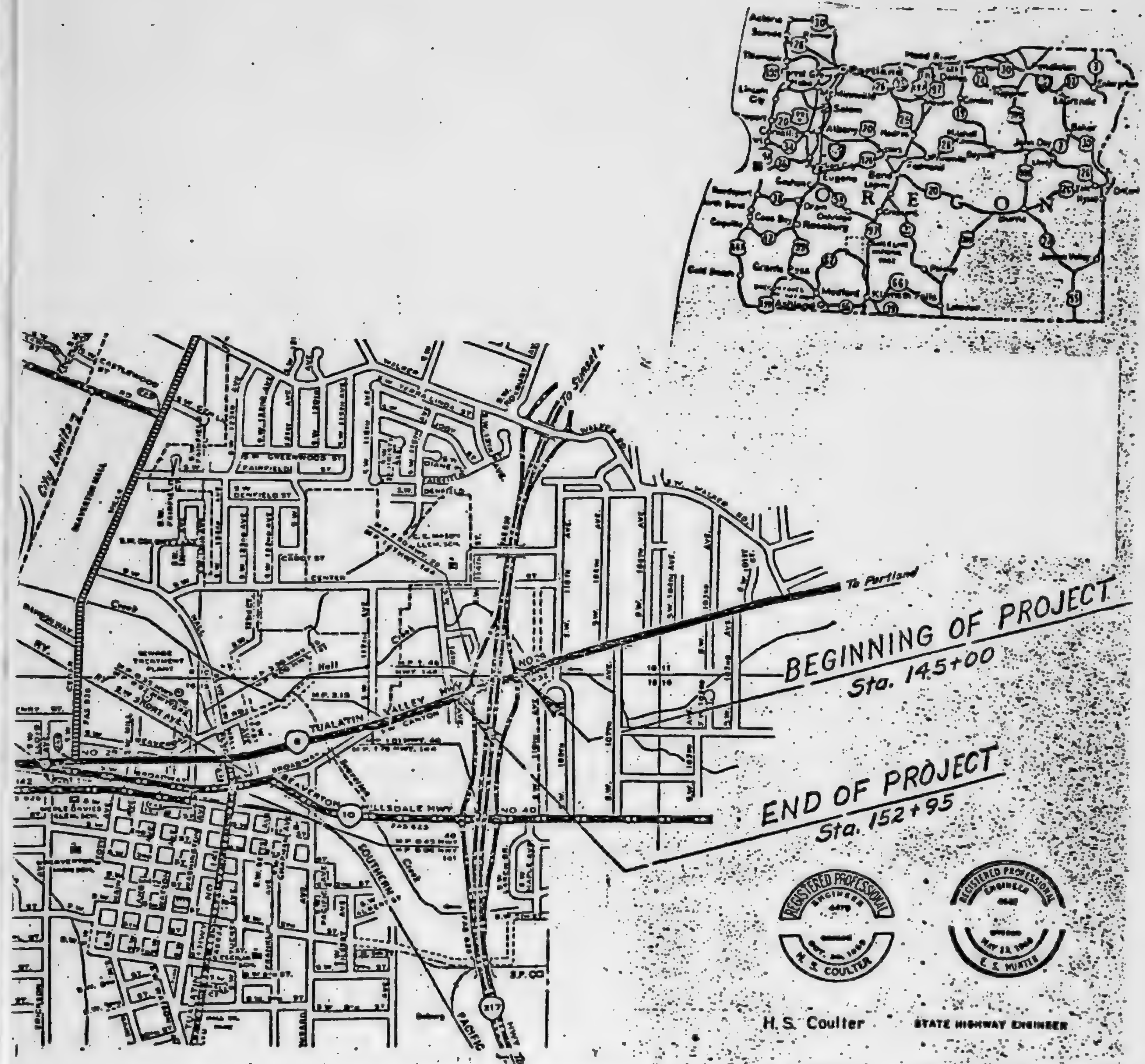
The intersection of the T.V. Highway with Highway 217 is also proposed to be reconstructed as a separate project from the TSM project. The T.V. Highway would be widened under the Highway 217 structure to provide longer left turn refuges. The southbound off-ramp of Highway 217 at the T.V. Highway and the northbound frontage road between the Beaverton-Hillsdale Highway (OR 10) and the T.V. Highway would also be widened. Modifications to the intersections of the northbound on-ramp and the T.V. Highway and the southbound frontage road and the T.V. Highway would also be made. This report studies the noise impacts of the ramp reconstruction and the road widening along the T.V. Highway.

The no-build alternative will be used as the base condition for studying the noise impacts of the build alternative. The no-build alternative consists of routine maintenance only, with no construction taking place.

LAND USE SUBJECT TO NOISE IMPACTS

Only the four quadrants of land adjacent to the interchange were studied for possible noise impacts. The southwest quadrant is occupied by a service station/car wash operation. The southeast quadrant is occupied by an automotive repair shop. The northeast quadrant is a vacant field. The northwest quadrant is occupied by a carpet store.

FIGURE 1: Project Location


OREGON
Portland
To Sunset
To Portland
BEGINNING OF PROJECT
Sta. 145+00
END OF PROJECT
Sta. 152+95
TUALATIN VALLEY HWY
BEAVERTON HILLSDALE HWY NO 40
217
SOUTHERN PACIFIC

H. S. Coulter STATE HIGHWAY ENGINEER

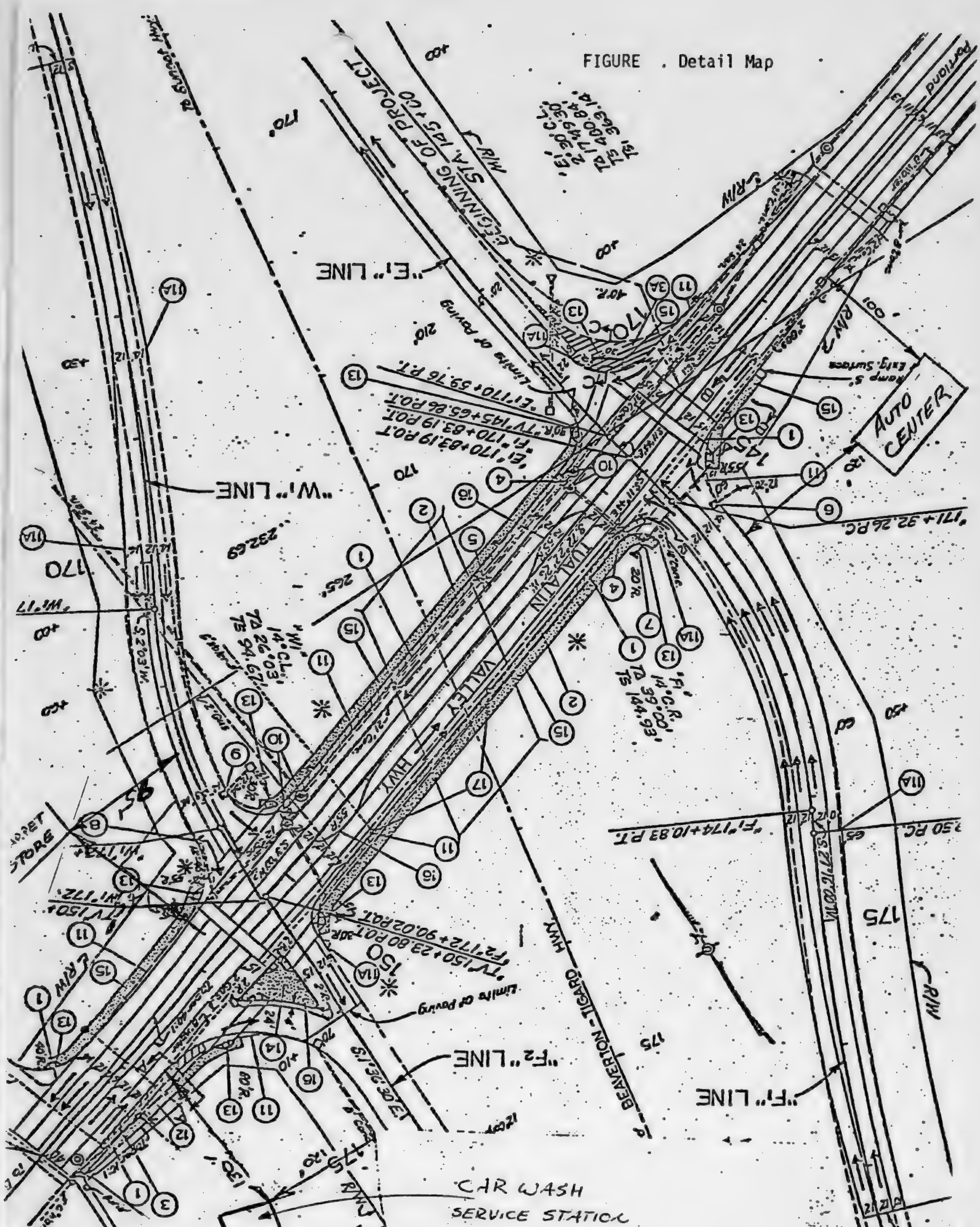
E. S. Hunter ASSISTANT STATE HIGHWAY ENGINE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

FIGURE . Detail Map


BEGINNING OF PROJECT STA. 145+00
"E1" LINE
"W1" LINE
"F1" LINE
"F2" LINE
TUALATIN VALLEY HWY
BEAVERTON - TIGARD HWY
AUTO CENTER
STORE
R/W
Limits of Paving
To Sunset Hwy
Portland
CAR WASH
SERVICE STATION

TRAFFIC

Traffic is predicted to increase in the future with or without the construction of this project. Table 1.1 and 1.2 show the traffic predictions for the project area. Speeds would be higher for the build alternative since additional ramp lanes and longer left turn lanes on the T.V. Highway would improve the flow of traffic. An improved traffic flow during peak hours would result in higher average speeds.

TABLE 1.1 Traffic Data Along the T.V. Highway

Section	Year	Peak Hour (veh./hour)			Speed (mph)
		Auto	MT	HT	
S.W. 117th Ave. to Highway 217	1980	3350	95	15	15
	2000 Build	3525	100	20	15
	2000 No-Build	3525	100	20	12
Highway 217 to S.W. 110th Ave.	1980	2200	40	5	30
	2000 Build	2425	45	5	30
	2000 No-Build	2425	45	5	27

MT - Medium truck
HT - Heavy truck

TABLE 1.2 Traffic Data on Highway 217 Ramps

Section	Year	Peak Hour (veh./hour) Auto	MT	HT	Speed (mph)
From SB Hwy. 217 to T.V. Highway	1980	620	5	10	25
	2000 Build	900	10	15	25
	2000 No-Build	900	10	15	23
From T.V. Hwy. to Hwy. 217, S.B.	1980	1000	5	10	25
	2000 Build	1450	10	15	25
	2000 No-Build	1450	10	15	23
From N.B. Hwy. 217 to T.V. Highway	1980	1100	2	4	25
	2000 Build	1600	3	6	25
	2000 No-Build	1600	3	6	23

MT - Medium truck
HT - Heavy truck

SB - Southbound
NB - Northbound

TRAFFIC NOISE ANALYSIS AND IMPACTS

Traffic noise impacts were determined through the use of the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108). A flat, at-grade roadway, which was infinite in length, was assumed. Results of the analysis are found in Table 2.

The highest predicted noise level is L_{eq} 64 dBA at the Auto Center with the Build Alternative in the year 2,000. The three receptors in the area are all commercial sites and are subject to the FHWA design noise level of 72 dBA. FHWA design noise levels are not predicted to be exceeded at any location by the year 2000. Noise levels for the Build Alternative are predicted to be one dBA higher than noise levels for the no-build alternative in the year 2000.

TRAFFIC NOISE MITIGATION

Since no traffic noise impacts are predicted, no mitigation is required.

CONSTRUCTION NOISE IMPACTS AND MITIGATION

Areas adjacent to the project will be subjected to noise from construction equipment. Figure 3 shows typical ranges of noise levels for various pieces of equipment at a distance of 50 feet. As can be seen in the figure, any receptor adjacent to the work area will be exposed to high noise levels during construction. Since this noise is temporary, the FHWA design noise levels do not apply. Although temporary, this noise can be quite annoying. To minimize this possibility, the following specifications can be written into the contract:

1. Time constraints will be placed on construction activities. These constraints will be from 10:00 p.m. to 6 a.m. on weekdays, from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays.

2. All equipment used in commercial activities shall have sound control devices no less effective than those provided on the original equipment.

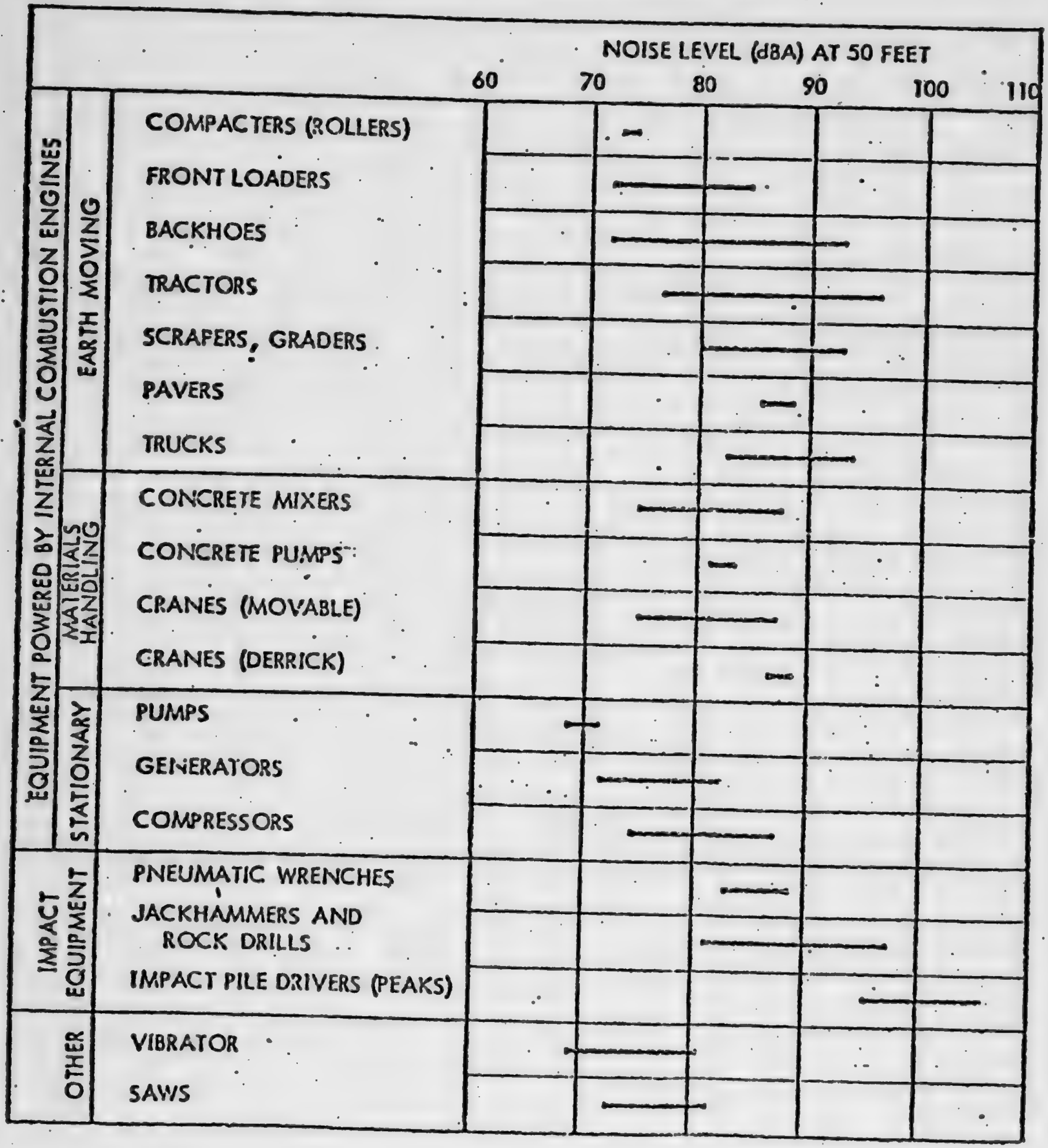
3. No equipment shall have an unmuffled exhaust.

4. All equipment used in commercial construction activities shall comply with pertinent standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the following noise mitigation, if applicable, may be implemented at the discretion of the resident engineer.

Figure 3

Construction Equipment Noise Ranges



1. Stationary construction equipment can be located as far from nearby noise sensitive properties as possible.
2. Shutting off idling equipment can be required.
3. Noisy construction operations can be scheduled near the middle of the day.
4. Nearby residents can be notified whenever extremely noisy work will be occurring.
5. Permanent or portable acoustic barriers can be used around stationary construction noise sources.

LAND CONSERVATION AND DEVELOPMENT COMMISSION STATEWIDE PLANNING GOALS AND GUIDELINES

The air, water, and land resources quality goal is to maintain and improve the quality of the air, water and land resources of the state. "Waste and process discharges" threaten to violate applicable state or federal environmental quality statutes. Since there is only one applicable federal or state noise standard, the FHWA FHPM 7-7-3 directive, and the project has been developed in accordance with the directive; the project is consistent with the LCDC goals.

Another section of the LCDC goals that pertains to environmental resources which can be analyzed with respect to air sheds and river basins, states that discharges shall not (1) exceed the carrying capacity of such resources, considering long-range needs; (2) degrade such resources; or (3) threaten the availability of such resources. Noise (or quiet) is not a resource which is analyzed or inventoried by geographic boundaries such as air sheds or water basins. Therefore, no noise assessment will be made regarding the LCDC goal.

LOCAL COORDINATION AND NOTIFICATION

A copy of this report will be sent to Washington County and the City of Beaverton. Future land use planning, zoning ordinances, and building permit approvals should take cognizance of the noise levels which are predicted, so as to eliminate or minimize future noise conflicts.

Table 2: Predicted Noise Levels (L_{eq}, dBA)

	Year, Alternative		
Receptor	1980	2000, Build	2000, No Build
Carpet Store	62	63	62
Service Station	61	62	61
Auto Repair Center	63	64	62

PRIOR TO ADVERTISING

Contract Letting Date: September 25, 980

J. B. Boyd
L. E. George
W. J. Hart
Gary Potter
D. H. Moehring
F. E. Terpin

JOB NAME	CLEAR	NOT CLEAR	REMARKS
Port/Mult Justice Center, Ph 2, 0064, I-205, Multnomah County I-205-7(76)312	✓		FHPM 7-7-3 N.A.
Tual. Valley Hwy. @ 110th, 0029, Tual. V. Hwy., Washington County HHS-HES-9[illegible](1)	✓		FHPM 7-7-3 N.A.
Beaverton/Tigard Hwy. Inter., 0029, T. V. Highway, Washington County Comb.	✓		FHPM 7-7-3 Applies. Noise Stu Report submitted currently.
SW Murray Blvd. @ SW Walker Rd, 0029, T. V. Hwy., Washington County IX-32(9)(10)	✓		FHPM 7-7-3 N.A.
Tual. V. Hwy. @ 107th, 0029, Tual Valley Highway, Washington Stat. Comb.	✓		FHPM 7-7-3 N.A.
Mt. Hood Highway @ SE 104th, 0026, Mt. Hood Hwy., Multnomah County	✓		FHPM 7-7-3 N.A.
Oswego Hwy. @ Marylhurst (West Linn), 0003, Oswego Hwy., Clackamas County State	✓		FHPM 7-7-3 N.A.
McKenzie Hwy. @ 42nd St. (Springfield) 0015, McKenzie Hwy., Lane County Others State	✓		FHPM 7-7-3 N.A.
Pacific Hwy. @ Main (Canyonville), 2010, City Street, Douglas County [illegible]-1[illegible]04(1)	✓		FHPM 7-7-3 Applies. Prior FH Concurrence 12-11-78.
"D" Canal (6th Street) Bridge, 2018 Klamath County BROS-1801(1)	✓		FHPM 7-7-3 Applies under Statewide Noise Study Report.
~~ADD ON THESE PROJECTS:~~			
Sundial-Sandy River, 0002, Columbia River Highway, Multnomah County I[illegible]-[illegible]-1-1(4)[illegible]	✓		FHPM 7-7-3 Applies. Noise Stu Report submitted previously.
NE Columbia-NE Weidler, Unit 2, 0001, Pacific Highway, Multnomah County [illegible]-9[illegible]04(7)	✓		FHPM 7-7-3 Applies. N.S.R. submitted previously.
SE 17th-SE 28th (Portland), 0726, City Street, Multnomah County IX-9793(3)		✓	
~~Fanno Cr. Br. (Hall Blvd.), 0734,~~ Washington County I[illegible]-1091(3)		✓	
Osweg Cr. Slide, 0047, Sunset Highway, Clatsop county F-[illegible](6)	✓		FHPM 7-7-3 N.A.
Wallace Br.-Upper Salt Cr. Rd., 0030, Willamina-Salem Highway, Polk County TRF-[illegible]-47(1)		✓	

Please return this completed form to the Road Design Section no later than August 26, 1980

Anthony J George J
Signature

August 26, 1980
Date

IF YOU TELEPHONE IN THE CLEARANCE, PLEASE RETURN THIS COMPLETED FORM FOR OUR FILES.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-27-2(-)
Sunset Hwy at Beaverton-Tigard Intch.
Washington County - Project Alternatives

Date: June 19, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. Gary A. Potter, Manager
Environmental Section

In response to your June 13 letter, our position regarding the alternatives to be studied for this project remains unchanged. As a minimum the EIS for this project must include an alternative without the proposed connection to Barnes Road Extension, an alternative with a connection to Barnes Road Extension, and the no-build alternative.

cc: Don Adams
E. S. Hunter
Cam

this to file

G. L. Green

RECEIVED
TECHNICAL SERVICES
JUN 24 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
JUN 20 1980
Environmental Section

9865

47

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
ODOT - METRO
May 6, 1980

FILE: 34-1917

Bob Heard

FROM: Bob Heard
Project Coordinator

TO: *Distribution

SUBJECT: Sunset Highway @ Beaverton-Tigard Interchange
Washington County
FHWA/ODOT Meeting

Please attach the enclosed to your April 28, 1980, memo from Don Adams concerning the FHWA/ODOT Meeting.

RJH:hw

*Distribution:

Ernie Valach
Paul Riedl
Wally Bryant
Adrian Olson
John Hanks
Craig Markham
Hal Versteeg
Gary Potter
Don Adams
Jim McClure

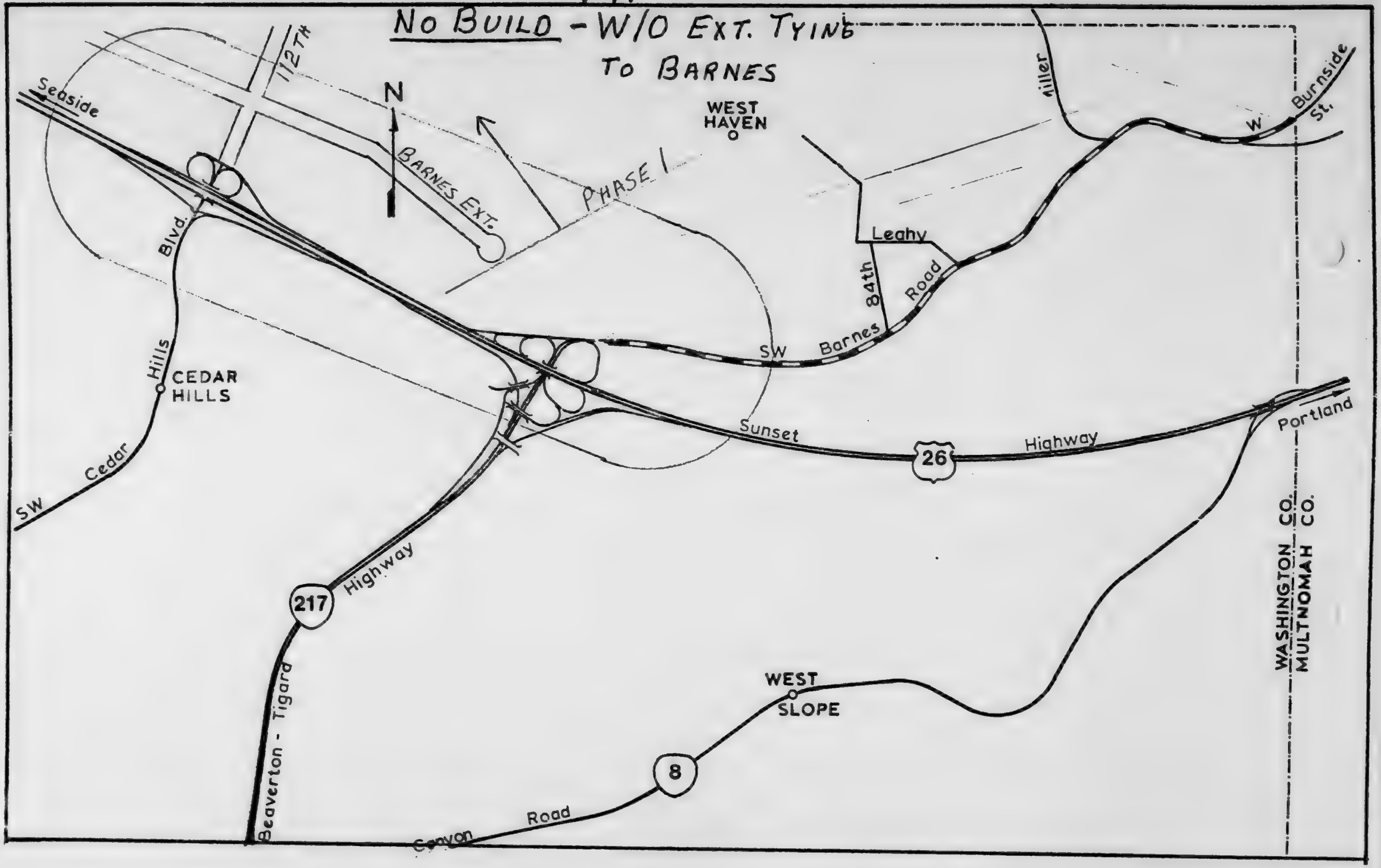
1 Versteeg ✓
Anderson
Christensen
[illegible] Olson copy
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 07 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

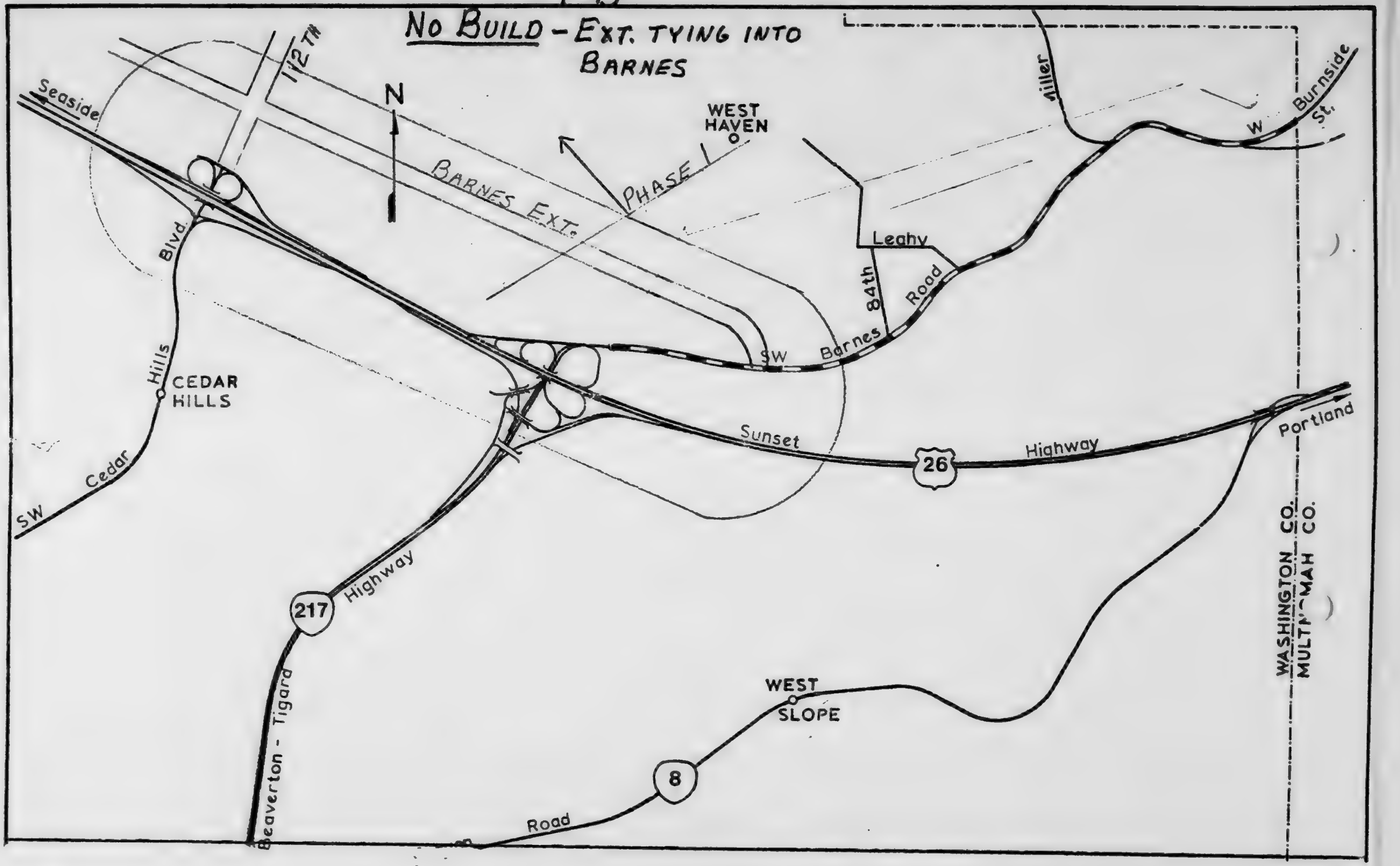
1-A

No Build - W/O Ext. Tying To Barnes


112TH
N
BARNES EXT.
PHASE I
WEST HAVEN
Seaside
Blvd.
Hills
CEDAR HILLS
SW Cedar
Miller
W Burnside St.
Leahy
84th
Road
SW Barnes
Sunset
26
Highway
Portland
217
Highway
Beaverton - Tigard
WEST SLOPE
8
Road
Canyon
WASHINGTON CO.
MULTNOMAH CO.

1-B

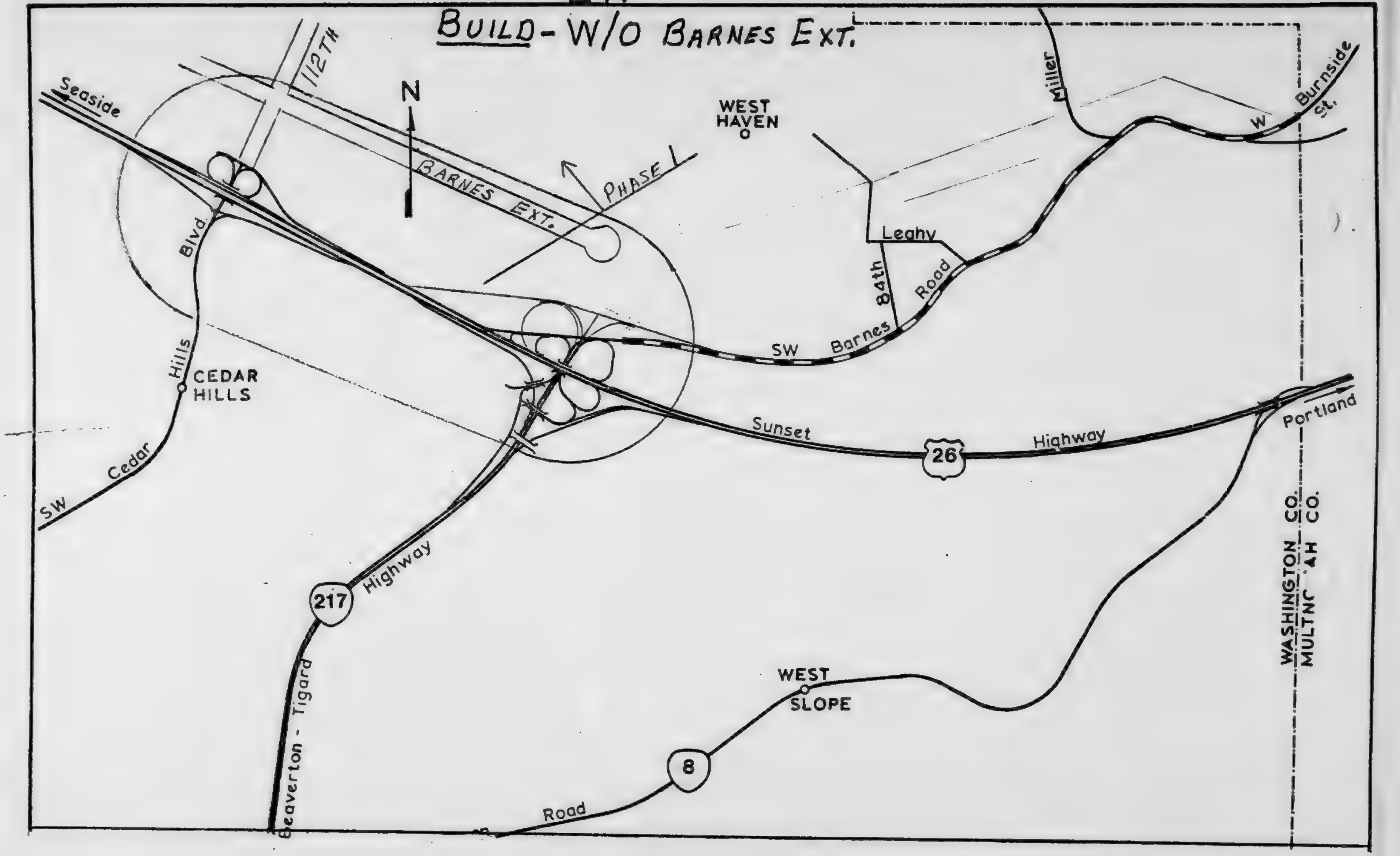
No Build - Ext. Tying into Barnes



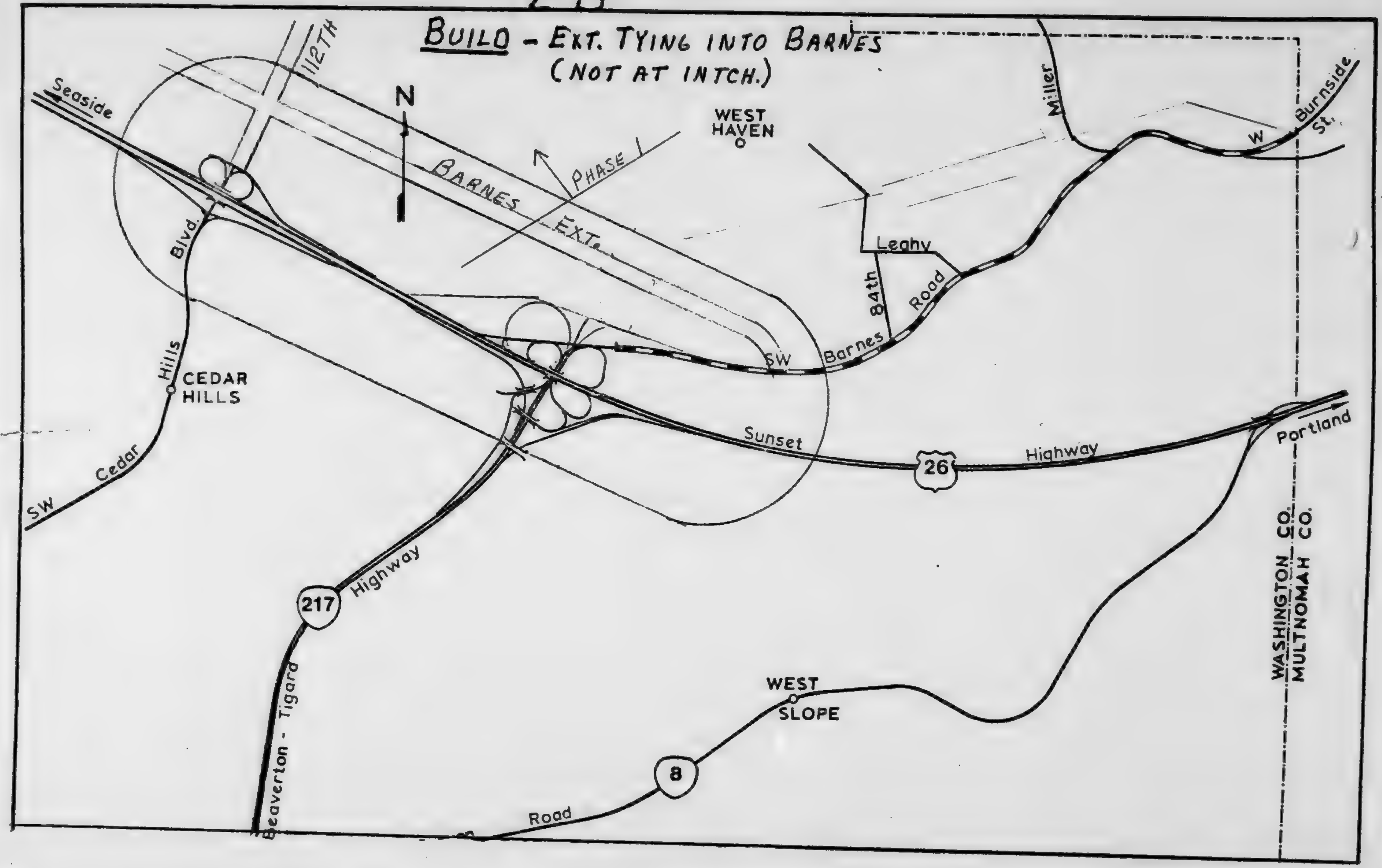
Seaside
112TH
N
Barnes Ext.
Phase I
West Haven
Miller
W Burnside St.
Leahy
84th
Road
SW Barnes
Blvd.
Hills
Cedar Hills
SW Cedar
Sunset
26
Highway
Portland
Washington Co.
Multnomah Co.
217
Highway
Beaverton - Tigard
West Slope
8
Road

2-A

BUILD - W/O BARNES EXT.


Seaside
112TH
N
BARNES EXT.
PHASE I
WEST HAVEN
Miller
W Burnside St.
Leahy
84th
SW Barnes Road
Blvd.
Hills
CEDAR HILLS
SW Cedar
Sunset
26
Highway
Portland
217
Highway
Beaverton - Tigard
WEST SLOPE
8
Road
WASHINGTON CO.
MULTNOMAH CO.

2-B

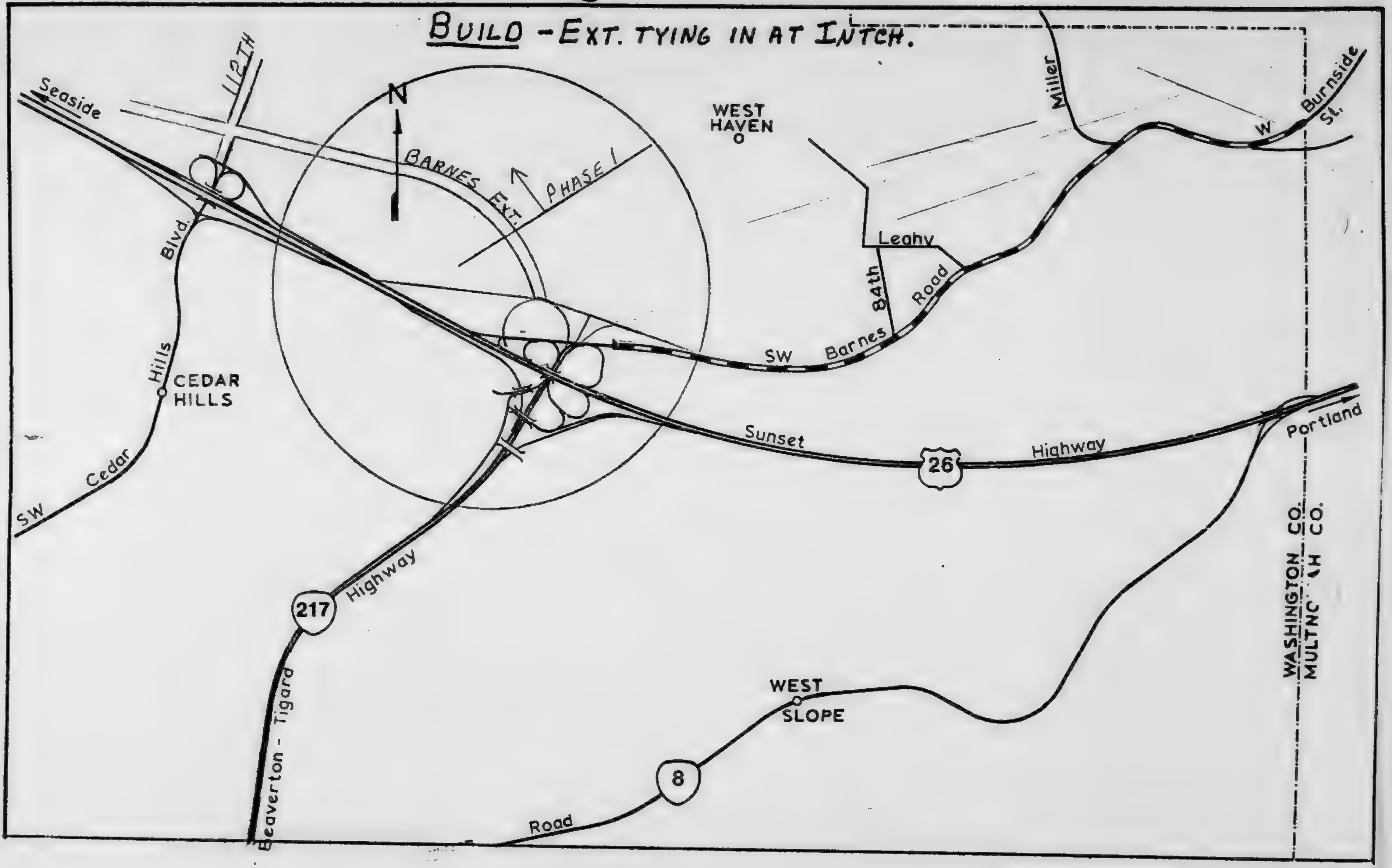


BUILD - EXT. TYING INTO BARNES (NOT AT INTCH.)

Seaside
112TH
N
BARNES EXT.
PHASE I
WEST HAVEN
Miller
W Burnside St.
Leahy
84th
Road
SW Barnes
Blvd.
Hills
CEDAR HILLS
SW Cedar
Sunset
26
Highway
Portland
217
Highway
Beaverton - Tigard
WEST SLOPE
8
Road
WASHINGTON CO.
MULTNOMAH CO.

3

BUILD - EXT. TYING IN AT INTCH.



N
BARNES EXT.
PHASE I
112TH
Seaside
Blvd.
Hills
CEDAR HILLS
SW Cedar
WEST HAVEN
Leahy
84th
SW Barnes Road
Miller
W Burnside St.
Sunset 26 Highway
Portland
217 Highway
Beaverton - Tigard
WEST SLOPE
8
Road
WASHINGTON CO.
MULTNOMAH CO.

47

ROAD DESIGN 378-6558

Bob Heard, Project Coordinator
METRO

April 15, 1980

AD Olson
Adrian D. Olson
Preliminary Design Engineer

TriMet LRT Plan
Sunset Hwy./Hwy. 217 Interchange
Washington County

A review of the TriMet LRT plan (copy attached) indicates several capacity problems without going into detailed study.

In our original layouts we found that it was impossible to handle all traffic through one signal.

The 600-foot minimum weave southbound which we established was for Sunset Highway traffic headed for the shopping center, weaving with Barnes Road traffic headed for the southeast quadrant. No attempt was made to calculate the length necessary to weave across Barnes Road traffic southbound to 217 as shown on the TriMet plan.

The park-and-ride traffic weaving from the westbound traffic from 217, across Barnes Road traffic westbound, would be unacceptable.

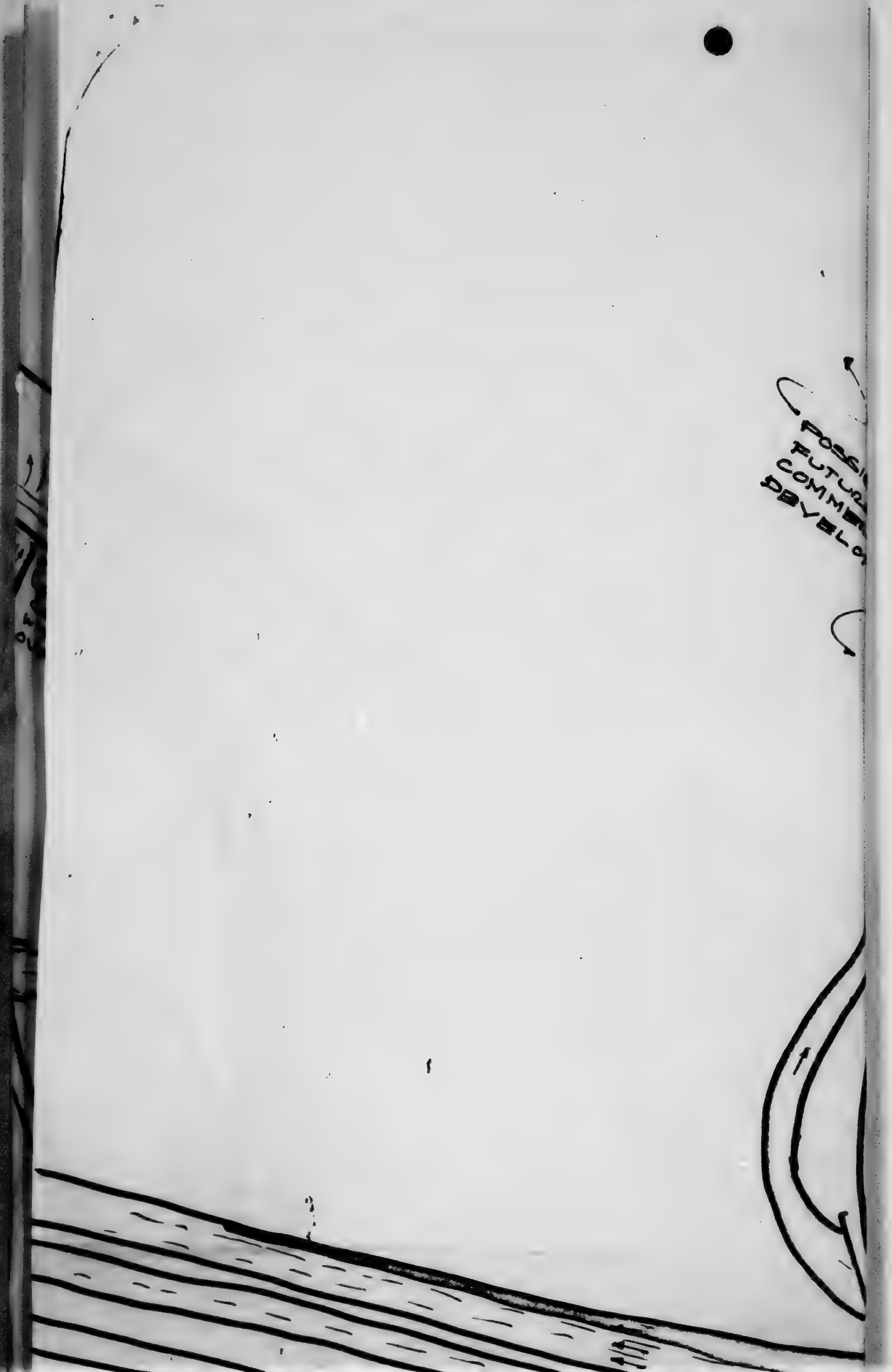
There are other problems, but the single signal and the southbound weave are sufficient to make the suggested pattern unworkable.

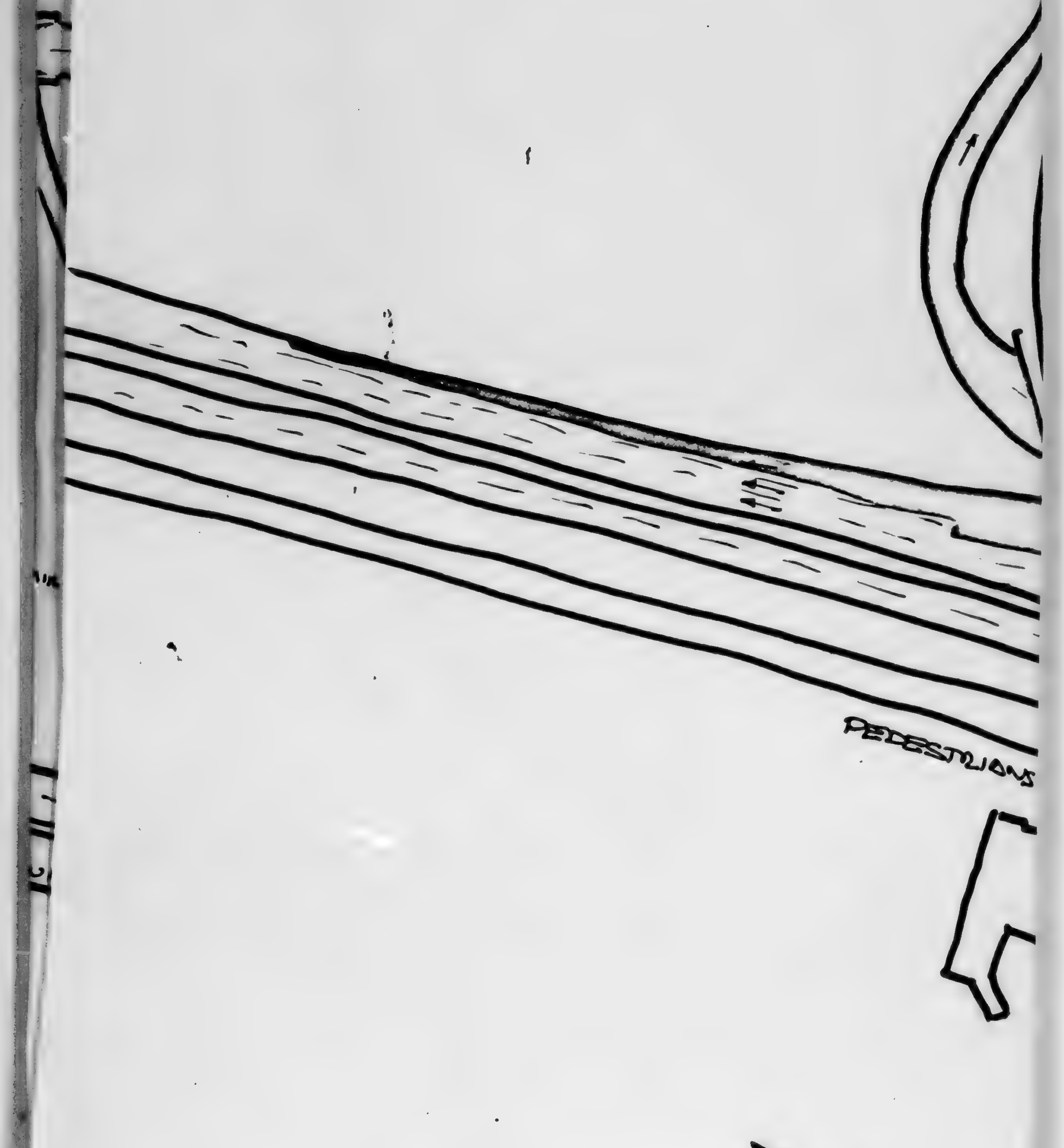
ADO:cj
Attachment

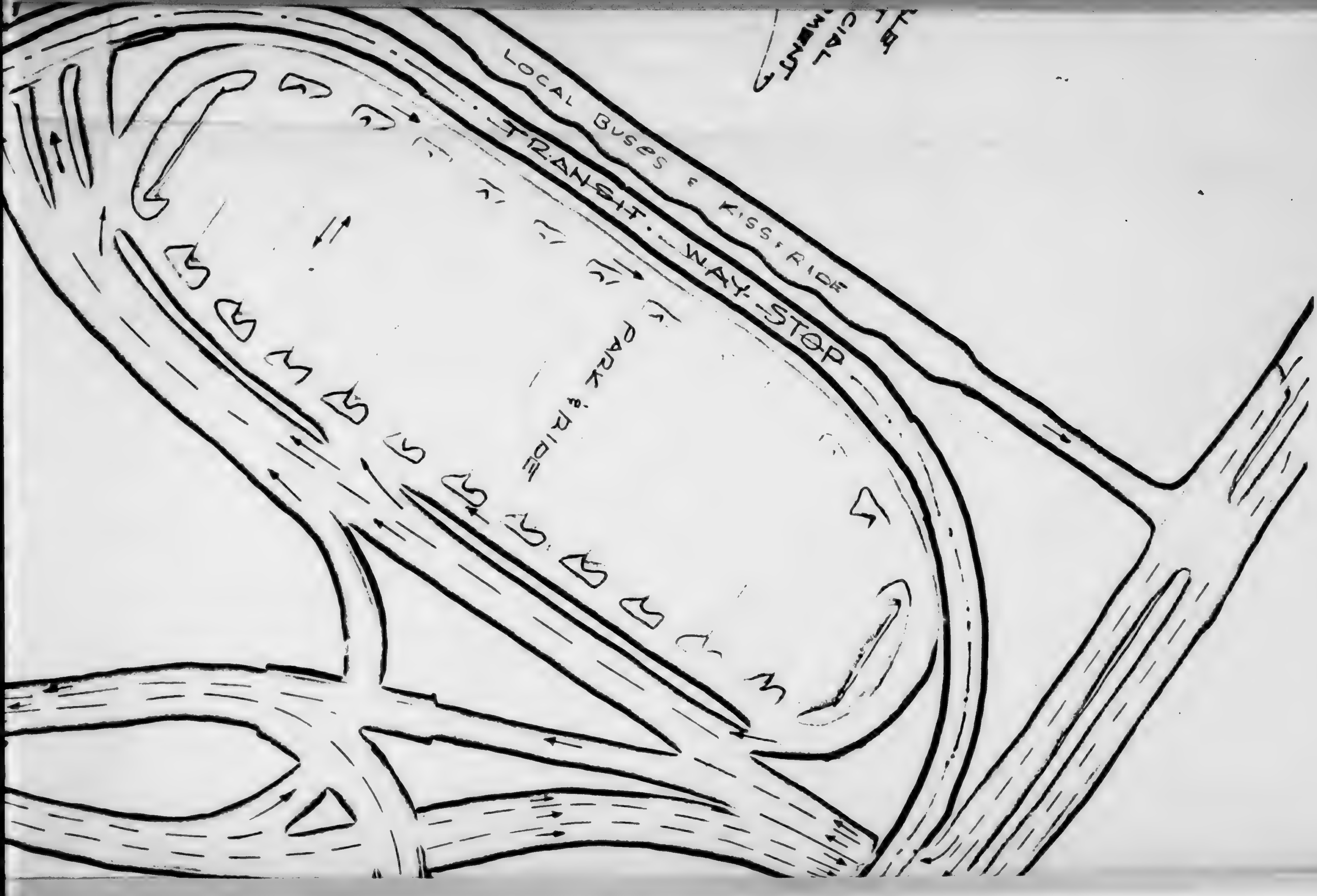
1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

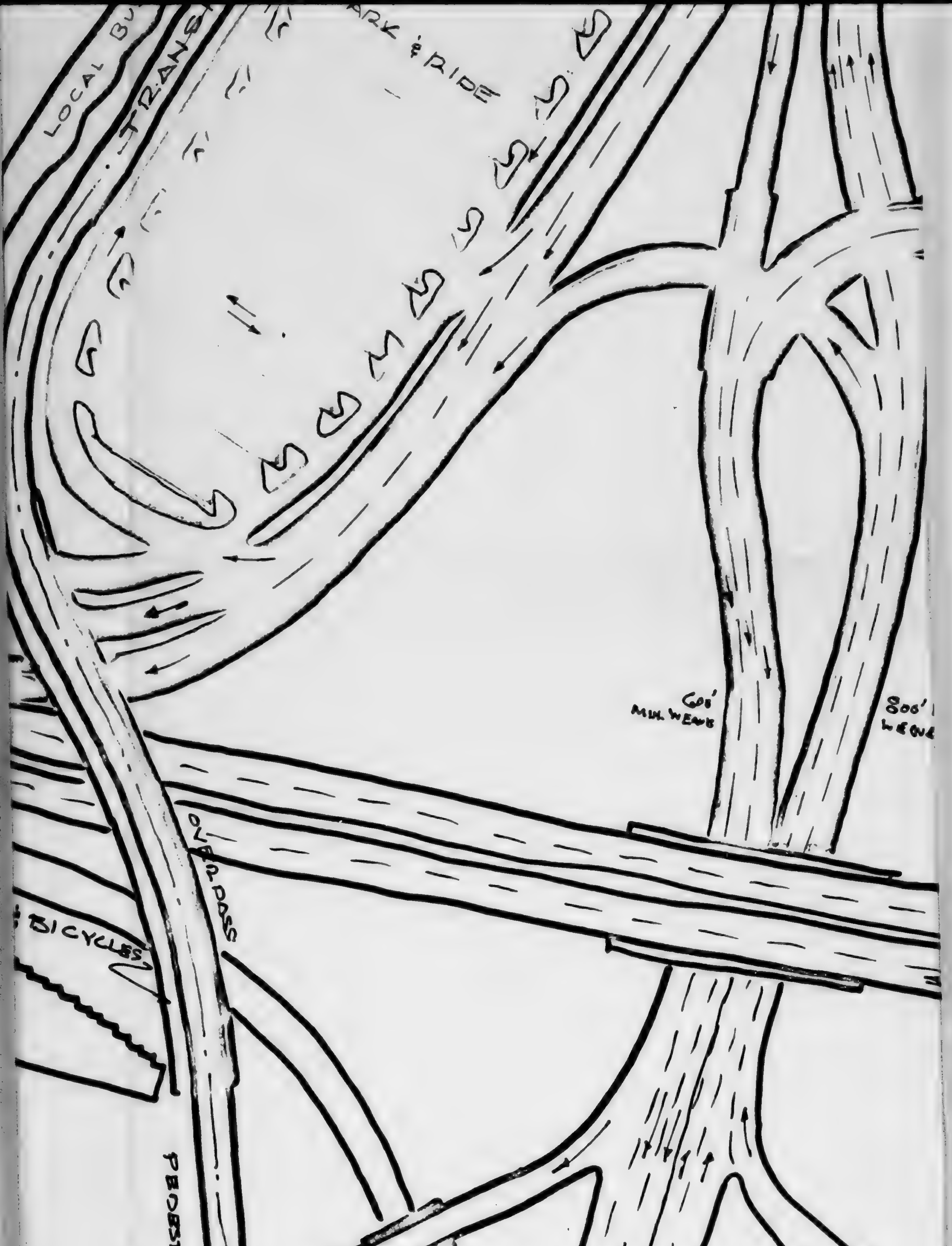
RECEIVED
APR 15 1980
ROAD DESIGN
SECTION

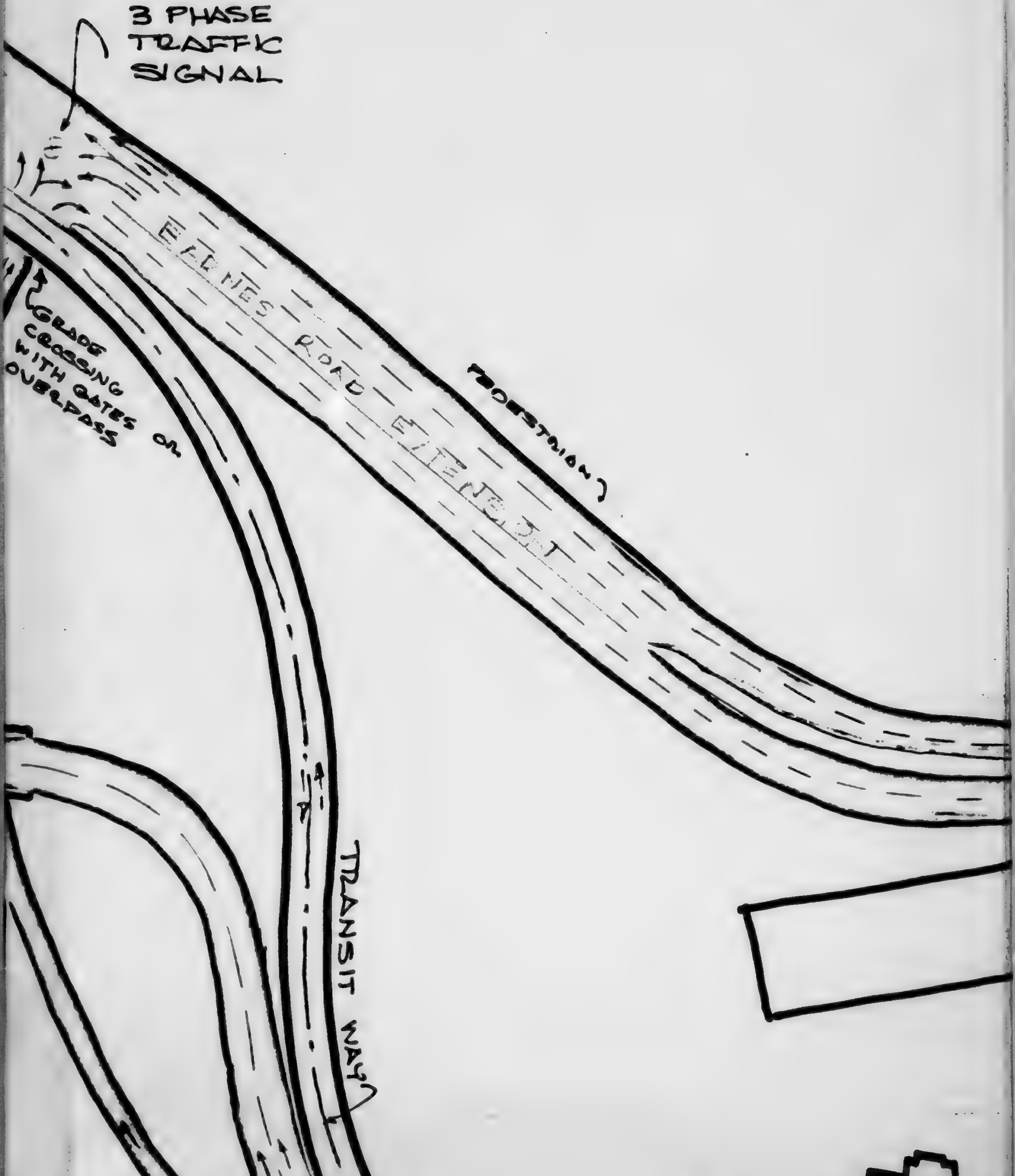
Do Not File ☐
Return To
Bring Up __/__/__
Action

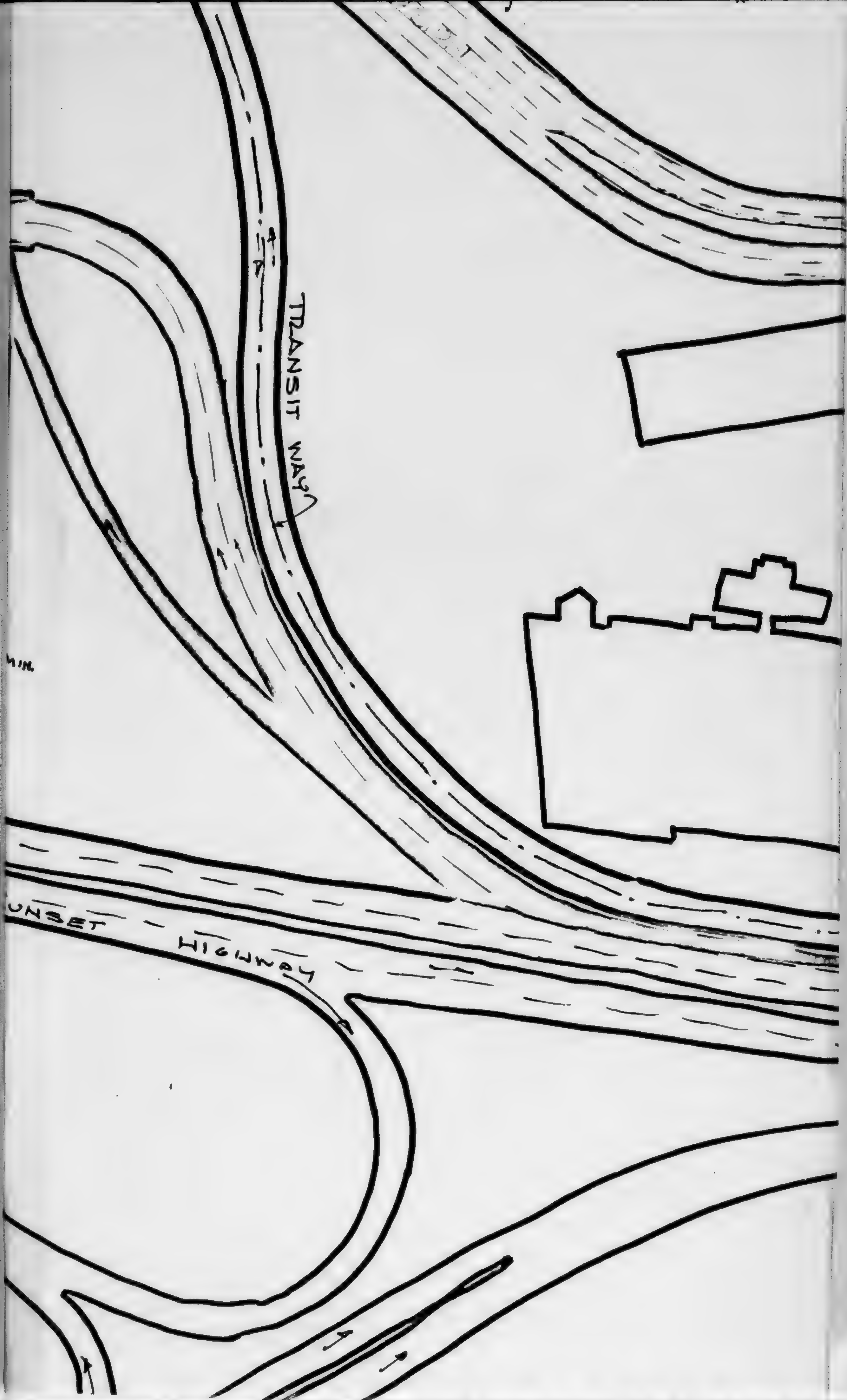

POSSI
FUTUR
COMME
DEVELO

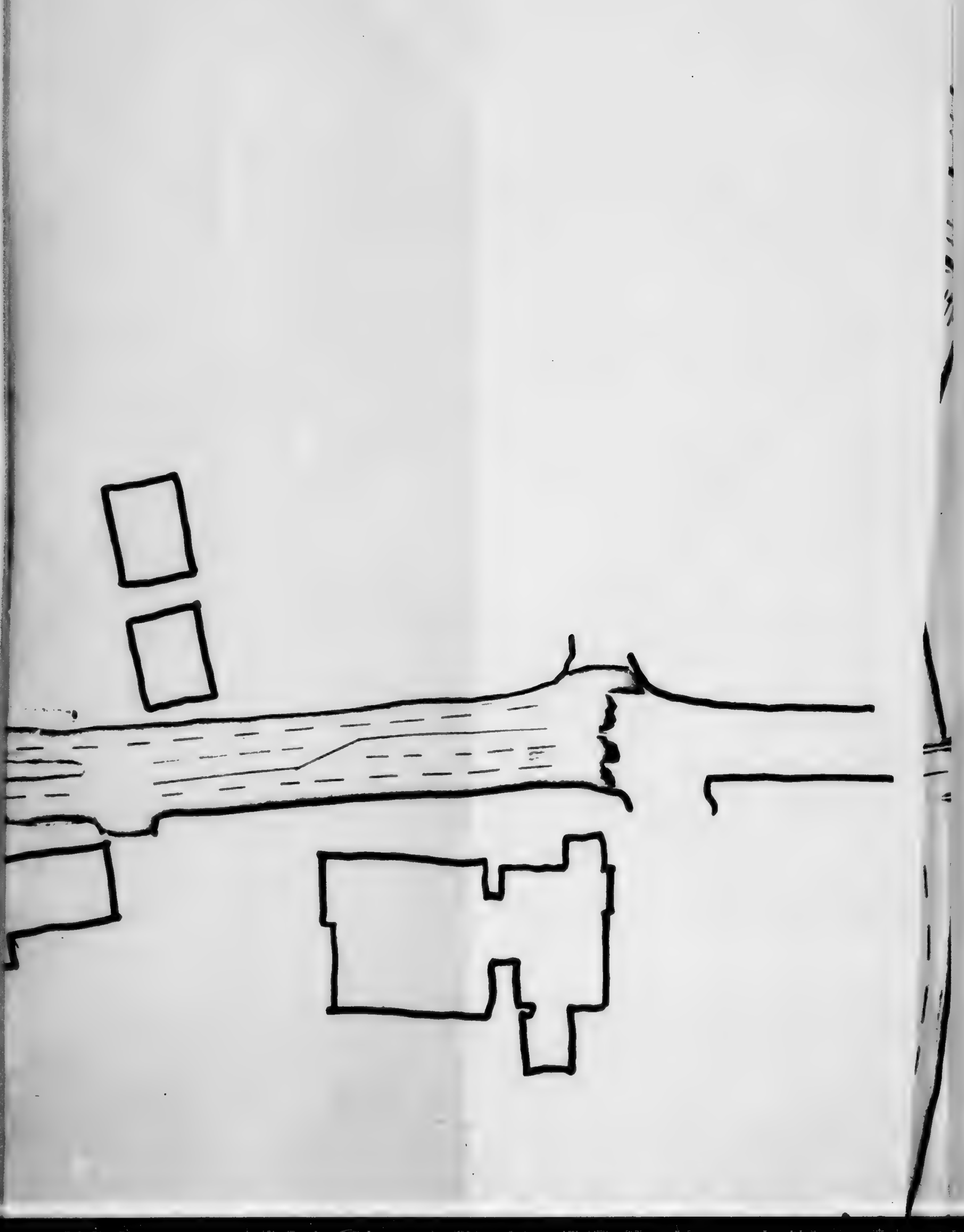

PEDESTRIANS
PARKWAY

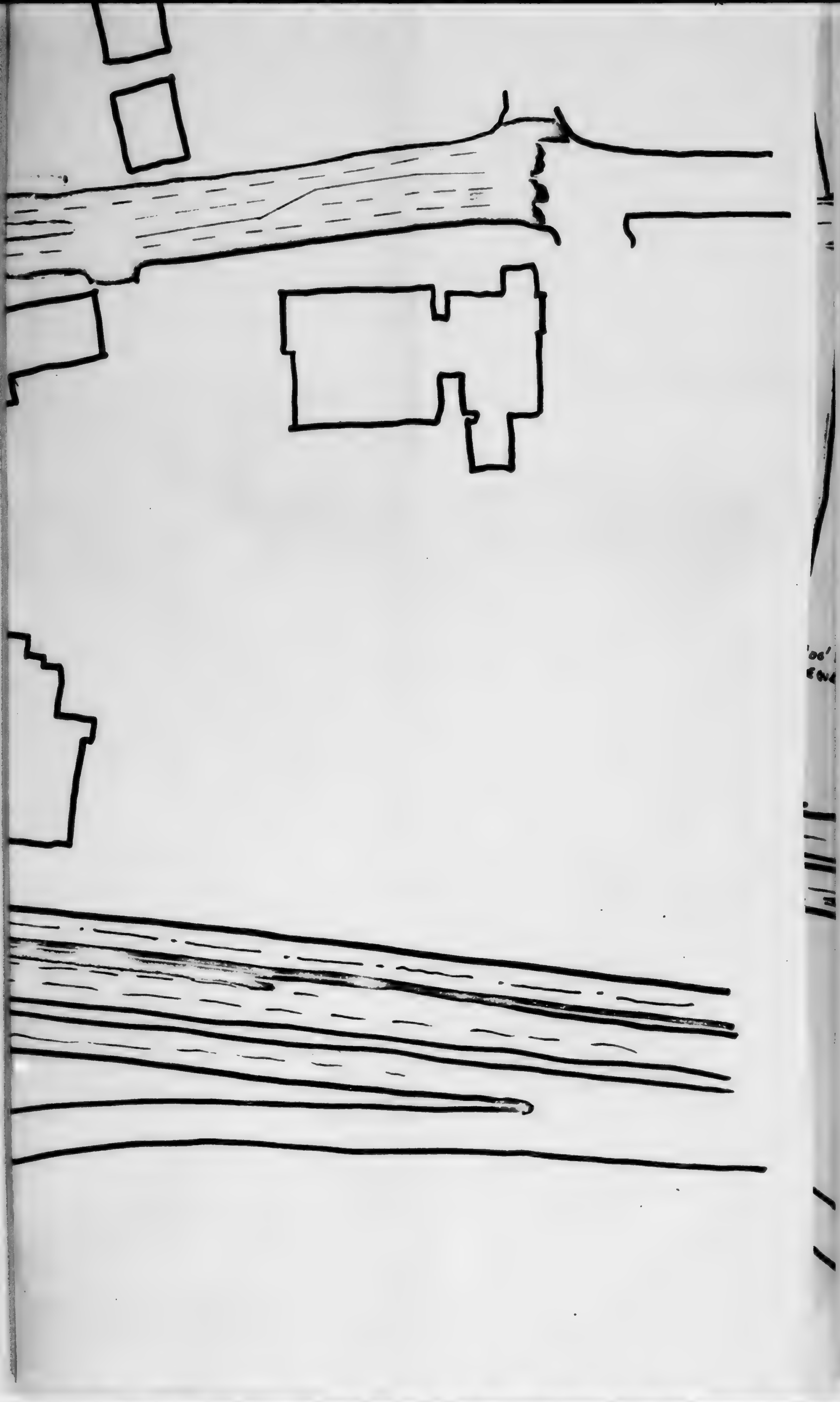

LOCAL BUSES & KISS & RIDE
TRANSIT-WAY STOP
PARK & RIDE
CIAL
MENT


LOCAL BU
TRANS
ARK & RIDE
600' MIN. WEAVE
800' WEAVE
OVERPASS
& BICYCLES
PEDESTRIAN
HWAY 217


3 PHASE
TRAFFIC
SIGNAL
BARNES ROAD EXTENSION
PEDESTRIAN
GRADE
CROSSING
WITH GATES OR
OVERPASS
TRANSIT WAY


TRANSIT WAY
MIN.
UNSET - HIGHWAY




'06'
EN

1-30-80

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FF RAL AID PROJECT NO. X-27-2(5)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

PROGRAM NO. 00026

ITEM NO.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG
FEB 5'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-30-80

FEDERAL ROUTE NUMBER Primary 27

STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:

Beaverton/Tigard Highway Interchange Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* All phases of PE necessary to obtain an adopted final EIS

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-9-79, you are now authorized to proceed with the work as shown above at a TEC of $294,200 with Federal participation limited to $250,000.

(Advice dated 1-24-80)

DATE 1-30-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-868

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

NOTED
H. S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Beaverton-Tigard Hwy Interchange

718-5

DATE: December 4, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ttachment

c: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
Region Engineer: M
R. N. Bothman
Region Engineer: 1
E. L. Hardt
District Engineer: 2
W. W. Geibel

RECEIVED
STATE HWY ENGR
DEC 6 - '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7911 2 060

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

[illegible]

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 7911 2 060 Due Date: NOV 30 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to this funding request. We do, however, have some concerns about activities planned for intermittent arm of Johnson Creek. We would appreciate the opportunity to review the plans for this particular area.

The review of the detailed plans should be coordinated with our district fish biologist, Jay Massey. His address is 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

Agency F[illegible] Wildlife By [illegible]
11/28/79 Environmental Management Section

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible] Division
[illegible] Environmental Quality
RECEIVED
[illegible] 1979

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7911 2 060

Due Date: [illegible] 30 [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects. (Explain in Remarks Section)
- ☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☒ Please coordinate the implementation of the proposal with us.
- ☐ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency [illegible]

By Howard M. Harris

9565

November 2, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

CON 21-2

718-5

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the month of October are the following:

Project	Work	Funds Federal	Funds State	Funds Local
A. Portland				
1) Beaverton/Tigard Hwy. Interchange	PE, ROW, Const.	$12,750,000	$2,250,000	$ ---
2) SW 185th Ave.-SW Hall Blvd.(Farmington Rd.)	PE, ROW, Const.	515,480	---	90,970
B. Salem				
1) Division St.-Trade St. (Salem)(Front St.)	Const.	$ 4,257,300	$ ---	$751,300
2) Interstate Transfer Air & Noise Study	PE	119,000	---	21,000
3) Trade St. @ High & Church Sts. (Salem)	PE, Const.	122,400	---	21,600

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG:dmc jv
bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman
E. S. Hunter
C. O. Fredrickson

9065

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 31, 1979

In Reply Refer to
File No.: PRO 6-5

NOTED
H. S. COULTER

TO Executive Department
Federal Aid Coordination Unit

D E Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Beaverton-Tigard Hwy. Intchge.
Highway: Sunset Hwy., US 26
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be November 28, 1979.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 1 Engr: E. L. Hardt
Dis. 2 Engr: W. W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
NOV 2'79
REFER TO
FOR
Info Inves R/D D.R Sign Act File ✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #		Page One

02	12) APPLICANT [45 Dept. of Transportation	46) DIVISION [79 Highway		
03	12) APPLICANT ADDRESS STREET [45 ODOT Building	46) CITY [60 Salem	76) ZIP [80 97310	
04	12) CONTACT PERSON [45 D. H. Moehring	46) AREA CODE [48 503	49) PHONE [55 378	56) EXTENSION [59 6563
01	12) PROJECT TITLE [71 Beaverton-Tigard Hwy. Intchge.			
11	12) PROJECT LOCATION—CITY Sunset Highway US 26	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 When Highway 217 was completed and connected to the Sunset Highway, the north
06 12) half of the interchange was not built. Instead, a half-cloverleaf movement, [71
partially derived from existing roadways was developed to allow for a full
07 12) directional interchange, albeit substandard and hazardous. Due to the extreme- [71
ly heavy weave on the Sunset Highway between the westbound off and on-ramps,
08 12) congestion forces peak period traffic to back up on the Sunset. There is also [71
a hazardous conflict between Barnes Road traffic with an eastbound destination
09 12) on the Sunset and Sunset traffic southbound on Highway 217. [71
10 12) [71
Refer to Assessment for more details.

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12) (A) Grant [19	20) (B) Other [27	28) (C) State [35	36) (D) Local [43	44) (E) FUNDS [51	52) (F) FUNDS [60
12,750,000		2,250,000			15,000,000

13	12) TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46) TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12) FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12) FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation	46) FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: TIP	(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32	(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34	(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41) MONTH [42 Nov.	43) DAY [44 28	45) YEAR [46 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☐

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☐

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☐

II. Will the project have an impact on a neighboring jurisdiction? No ☐ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: October 31, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Major Significant environmental impact under Oregon's Action Plan.

IX-27-2

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section: Sunset Highway @ Beaverton-Tigard Highway Interchange
Date: October 1, 1979
Unit (if appl):
County: Washington
City:
Highway: Sunset
State Hwy. No.: 47
Termini: M.P.(if appl):
Length:
Region: I/Metro
Construction Estimate: 15 Million
Program Amount

B. Purpose of Project:

A) To reduce congestion which causes traffic to back up on the Sunset Highway
B) Provide free movement for major directional traffic flows
C) Accommodate future traffic from Barnes Road
D) Provide or accommodate a new access for a 250 acre open area planned for commercial, light industrial, and residential development.

C. Origin & History of Project: When Highway 217 was completed and connected to the Sunset Highway, the north half of the interchange was not built. Instead, a half-cloverleaf movement, partially derived from existing roadways was developed to allow for a full directional interchange, albeit substandard and hazardous. Due to the extremely heavy weave on the Sunset Highway between the westbound off and on-ramps, congestion forces peak period traffic to back up on the Sunset. There is also a hazardous conflict between Barnes Road traffic with an eastbound destination on the Sunset and Sunset traffic southbound on Highway 217.

D. General Description of Project: Rebuild the interchange to accomplish the above purpose. Three scenarios were developed for purposes of sketch design and traffic projection. Figure IIA illustrates the most recent proposal for advancement as a project. Figure IIB is representative of general expected land use demands if the open space is urbanized according to existing comprehensive planning proposals, and Figure IIC assumes no development or access to this space. "B" and "C" are for comparative purposes.

Alignment: New ____ Existing x Combined ____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____
Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. 1978
Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. 2000
Projected Level of Service ____

Right of Way: Additional anticipated __**__; if yes, give approx. No. Parcels_______
Yes, No
**To be determined
Acres_______; Type of Relocation Req._______________; No._______

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

Additional grade separations may be required.

Brief Description of River or Stream and Type of Involvement, if any:

No primary impact on Johnson Creek is expected; however, the secondary impacts resulting from induced development may be significant.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

To be determined.

Other Descriptive Information or Comments:

There are two other transporation projects which are related to the improvements proposed in this assessment.

1) Sunset Highway to Multnomah County Line, Barnes Road - A widening and improvement of this section of Barnes Road.
2) Westside Transitway - The Sunset Highway is one of the corridor alternatives under consideration for a major transit line from the westside area to Portland CBD. A transit station in the immediate vicinity of the 217 Interchange is also under consideration.

(Attach project sketch map)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project lies in an area of hilly terrain on the western slope of the Tualatin Mountains. The most significant natural area is located in the northwest quadrant of the interchange. Approximately 60 percent of this property is good quality agricultural land (Class III and IV) currently under cultivation. The remaining area is heavily wooded with mature Douglas fir, red cedar, big leaf maple, alder, and associated understory. The wooded area is partially bisected by a deep ravine created by an intermittent arm of Johnson Creek.

2. Cultural:

Predominant land uses adjacent to the interchange are nursery/agricultural/open space in the northwest quadrant, light industrial/hospital in the northeast, residentail in the southeast, and a shopping center behind which is residential in the southwest. Land use surrounding the immediate project vicinity is largely residential. The project is the intersection of two principal limited access arterials (Hwy. 217 and U.S. 26). A minor arterial with a collector function (Barnes Road) also connects to the interchange. The interchange serves as the chief access to St. Vincent's Hospital on Barnes Road.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

To be determined.

2. Estimated Impact on Traffic Patterns:

The project is intended to result in improved operation of the existing interchange as well as a new access and/or extension of Barnes Road to the West.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

The provision of a major new access to the north would allow a significant and planned conversion of 250 acres of open space/agricultural land to high density urban use. Comprehensive planning for the area designates this open space for urban use.

Consequences:

The urbanization of this open space is considered to be a secondary impace of this project.

4. Expected Impact on Natural Ecological Resources:

As indicated above, a secondary impact of this project could result in the conversion of 250 acres of open space and mature forest habitat to urban uses.

Consequences:

Conversion of natural ecological communities and wildlife reservoirs to urban use.

5. Expected Impact on Cultural and Scenic Resources:

The green space character of the northwest quadrant could be significantly altered as a secondary impact of this project.

There would be a reduction in the numbers and species of fauna enjoyed in the nearby suburban areas because of the destruction of breeding habitats.

A cultural survey would be required.

CONSEQUENCES:

6. **Preliminary Identification of Areas of Critical Concern:**

250 acres of wooded and agricultural open space.

7. **Potential for Controversial Issues:**

   A. The secondary impacts resulting from the provision of a major new access.

   B. Potential adverse impacts of a considerable traffic inducement on the area and specifically the interchange operation.

8. **Potential for Consistency of Proposal With:**

   a. **Clean Air Implementation Plans**

   An Indirect Source Permit will be required. An ambient air sampling program will be conducted during December, 1979.

   b. **Noise Standards**

   A noise study report is required.

   c. **Water Quality Standards**

   Probably no direct change as a result of the project.

   d. **Area Land Use and Transportation Plans, and Zoning**

   The project is consistent in the sense that the entire area is designated as "urban" in the county's comprehensive plan.

C. Recommended Type of Action and Documentation:

--------X----MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
_X_ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

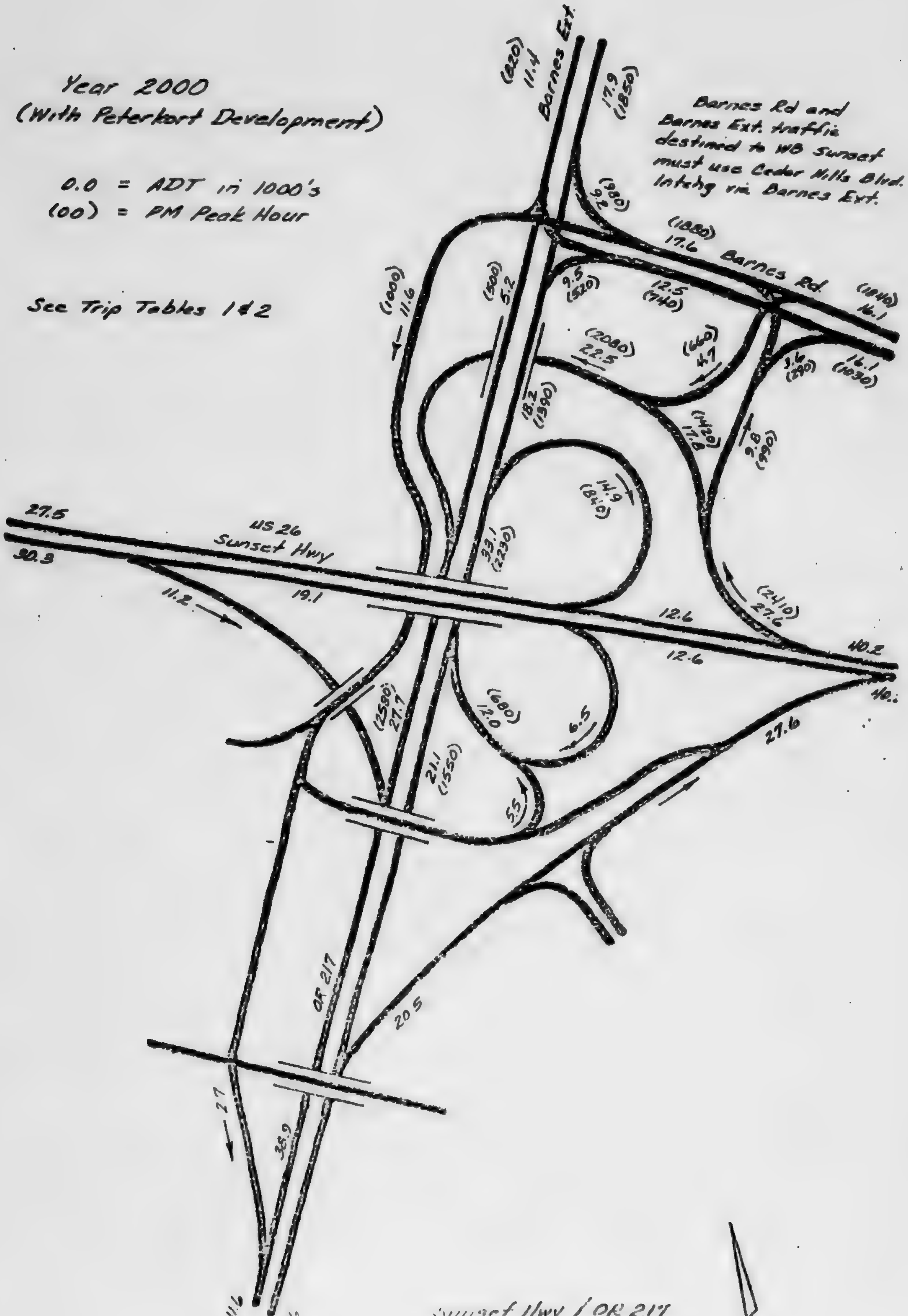
Basis for Type of Action and Documentation:

As a consequence of providing a new access to a large undeveloped area, this major action project could result in significant secondary and tertiary impacts to this transporation node and its environs.

D. Recommended Project Category: ____ 1 _X_ 2 ____ 3 ____ 4

Peterkort

FIGURE II H


(820)
11.4
Barnes Ext.
17.9
(1850)
(980)
9.2
(1880)
17.6
Barnes Rd.
(1840)
16.1
(1000)
11.6
(500)
5.2
9.5
(520)
12.5
(740)
(2080)
22.5
(660)
4.7
3.6
(290)
16.1
(1030)
18.2
(1390)
(1420)
17.8
9.8
(990)
14.9
(840)
27.5
30.3
US 26
Sunset Hwy
33.1
(2230)
11.2
19.1
12.6
(2410)
27.6
12.6
40.2
40.2
(2580)
27.7
(680)
12.0
6.5
21.1
(1550)
5.5
27.6
OR 217
20.5
27
35.9
41.6
41.6
N

Year 2000
(With Peterkort Development)

0.0 = ADT in 1000's
(00) = PM Peak Hour

See Trip Tables 1 & 2

Barnes Rd and
Barnes Ext. traffic
destined to WB Sunset
must use Cedar Hills Blvd.
Intchg via Barnes Ext.

Sunset Hwy / OR 217
Interchange

9-13-79

POD 17

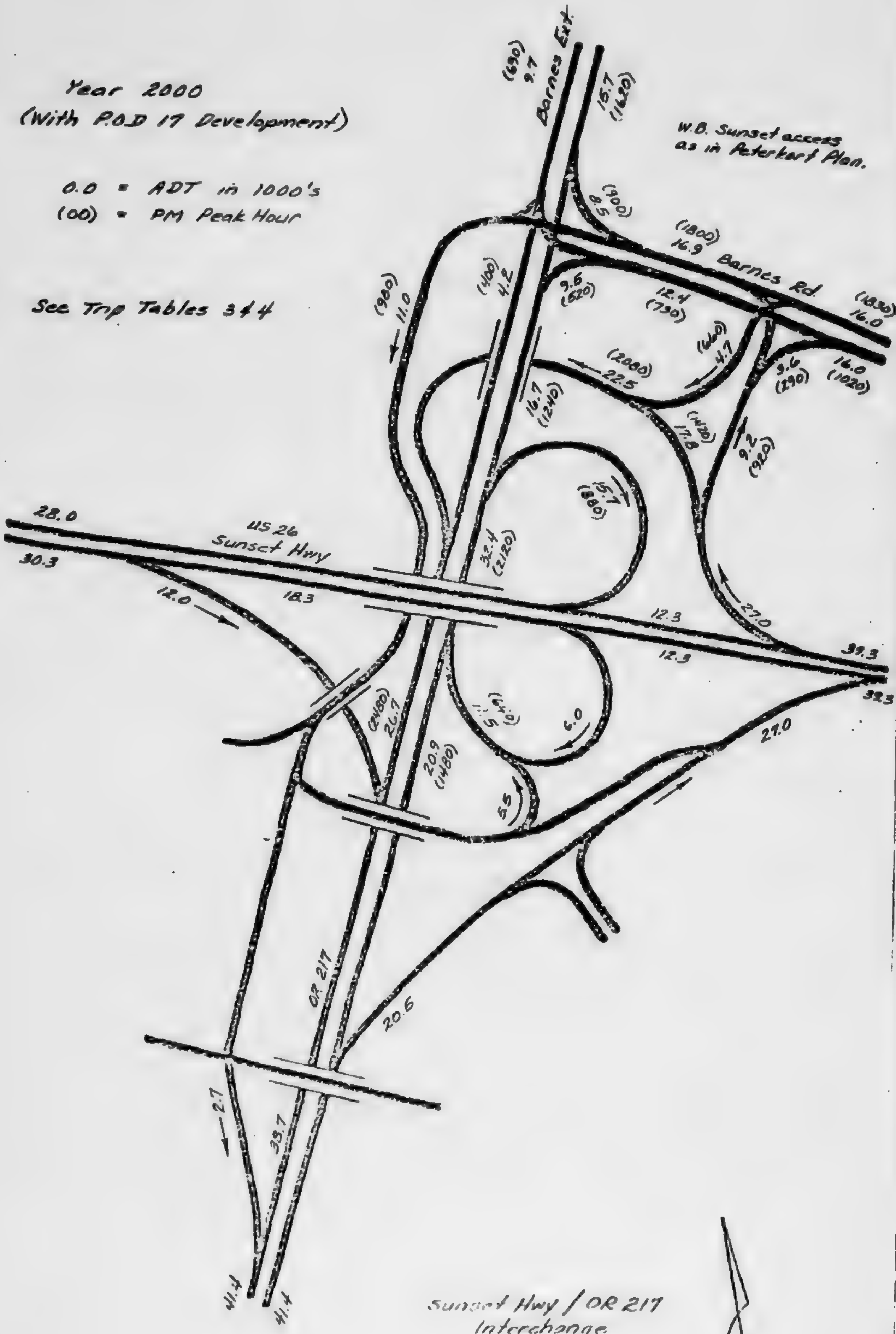
FIGURE II B

Year 2000
(With P.O.D 17 Development)

0.0 = ADT in 1000's
(00) = PM Peak Hour

See Trip Tables 3 & 4

W.B. Sunset access
as in Peterkort Plan.



Barnes Ext.
(690)
9.7
15.7
(1620)
(900)
8.5
(1800)
16.9
Barnes Rd
(1830)
16.0
(900)
11.0
(400)
4.2
9.6
(620)
12.4
(730)
(660)
4.7
3.6
(290)
16.0
(1020)
(2080)
22.5
16.7
(1240)
(1430)
17.8
9.2
(920)
15.7
(880)
28.0
30.3
US 26
Sunset Hwy
32.1
(2120)
12.0
18.3
12.3
12.3
27.0
39.3
39.3
(2480)
26.7
20.9
(1480)
(640)
11.5
6.0
5.5
27.0
OR 217
20.5
2.7
33.7
41.4
41.4
N

Sunset Hwy / OR 217
Interchange

9-13-79

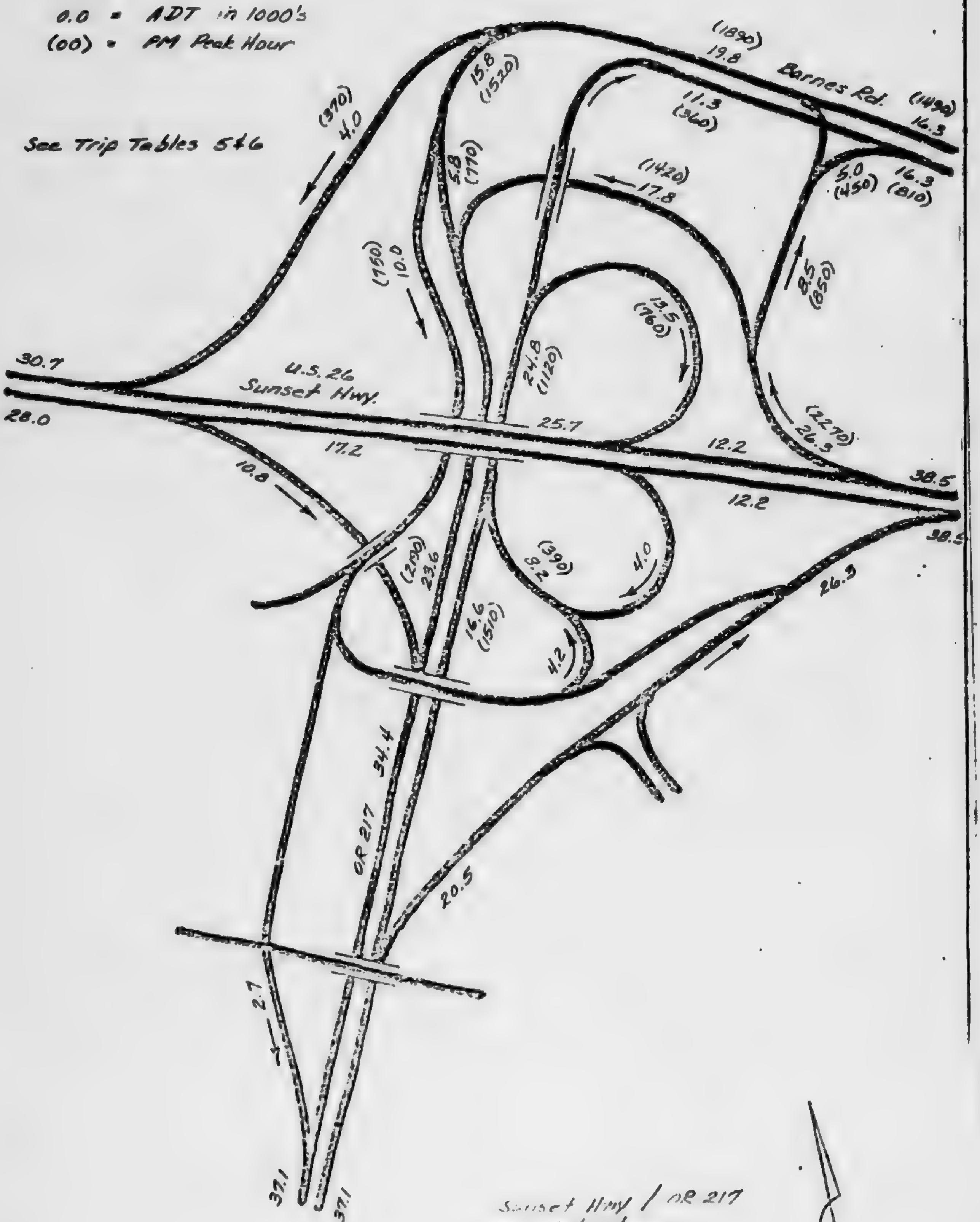
2000
Site Vacant

FIGURE II C

Year 2000
(With Site Vacant)

0.0 = ADT in 1000's
(00) = PM Peak Hour

See Trip Tables 5&6


(1890)
19.8
Barnes Rd.
(1490)
16.3
15.8
(1520)
(370)
4.0
11.3
(360)
5.8
(770)
(1420)
17.8
5.0
(450)
16.3
(810)
(750)
10.0
8.5
(850)
13.5
(760)
24.8
(1120)
30.7
U.S. 26
Sunset Hwy.
28.0
25.7
12.2
(2270)
26.3
38.5
17.2
12.2
38.5
10.8
(2190)
23.6
(390)
8.2
4.0
26.3
16.6
(1510)
4.2
34.4
OR 217
20.5
2.7
37.1
37.1
N

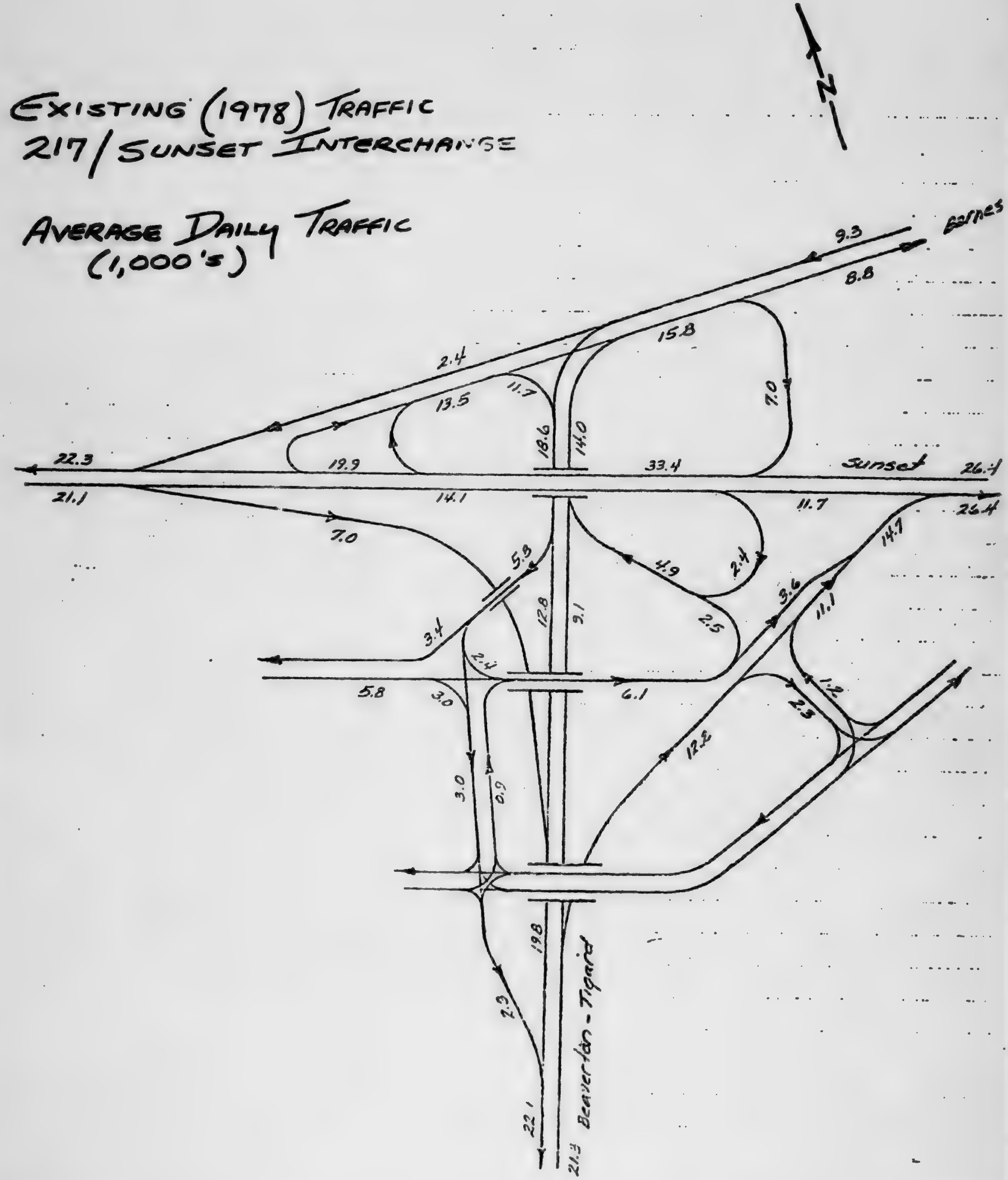
Sunset Hwy / OR 217
Interchange
(Without Barnes Ext.)

Rcw
9-13-77

FIGURE III

EXISTING (1978) TRAFFIC
217/SUNSET INTERCHANGE

AVERAGE DAILY TRAFFIC
(1,000's)


N
Barnes
9.3
8.8
15.8
2.4
11.7
13.5
7.0
18.6
14.0
22.3
19.9
33.4
Sunset
26.4
21.1
14.1
11.7
26.4
7.0
5.8
4.9
2.4
14.7
3.6
11.1
12.8
9.1
2.5
3.4
2.4
5.8
3.0
6.1
1.2
2.3
12.2
3.0
0.9
19.8
2.3
Beaverton - Tigard
22.1
21.3

9745

October 19, 1979

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds	
Project	Work	Federal	State
Beaverton/Tigard Hwy. Intchge.	PE, ROW, Const.	$12,750,000	$2,250,000

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

DATE: October 9, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Requests

On the Consent Calendar for the October 24 meeting will be three requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Portland's request is for a $7,800,000 project to provide ramp connections to I-5 from Greeley Avenue.

Washington County is requesting a $609,000 project to signalize three intersections, construct transit turnouts and shelters, and provide intersection channelization all within a 3.4 mile segment of Farmington Highway No. 142.

The request from the State Highway Division is for a $500,000 preliminary engineering project to conduct studies and prepare contract documents for reconstruction of the Sunset Highway/Beaverton-Tigard Highway Interchange.

Interstate Transfer funds for these projects are estimated at $7,572,650 with the State providing $75,000 and Local Government providing $1,261,350 of local match.

These projects, which will provide improvements to the State Highway System, have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

Attachment
GEZ:pf

bcc:	F. B. Klaboe	C. T. Keasey
	C. W. Head	R. N. Bothman
	D. H. Moehring	E. L. Hardt
	E. S. Hunter	D. E. Swan
	R. L. Schroeder	G. Bell

STATE HIGHWAY DIVISION
Proposed Interstate Transfer Project

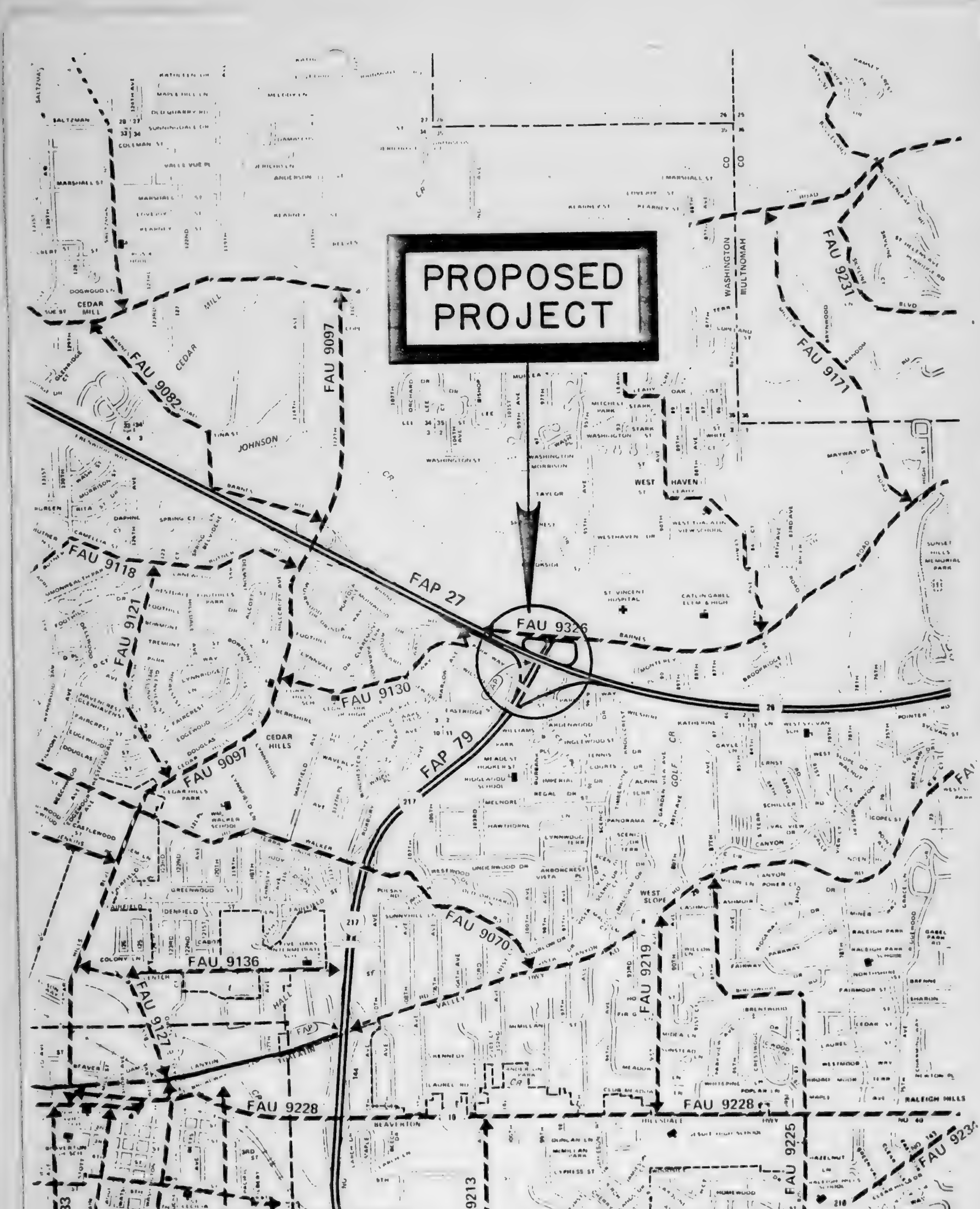
Sunset Highway/Beaverton-Tigard Highway Interchange
Preliminary Engineering
$500,000

This project entails all the work and costs to (1) conduct preliminary engineering studies on the Sunset Highway/Highway 217 Interchange and (2) produce contract documents for a project to reconstruct the interchange.

This project is listed under I-505 Interstate Transfer projects in the 1980 TIP, however, the Metro Council has approved the borrowing of $250,000 in Federal Funds from the Westside Transitway Reserve (Mt. Hood Withdrawal Funds) to initiate the preliminaty engineering Funding for the balance of the preliminary engineering will be with I-505 funds following the I-505 withdrawal.

State will perform the preliminary engineering and provide all the local match funds for the project.

79-g
10/9/79


PROPOSED PROJECT
FAU 9082
FAU 9097
FAU 9118
FAU 9121
FAU 9130
FAU 9326
FAP 27
FAP 79
FAU 9097
FAU 9070
FAU 9136
FAU 9127
FAU 9228
FAU 9219
FAU 9228
FAU 9225
FAU 9213
FAU 9133
FAU 9231
FAU 9171
FAU 923
FAP 7
CEDAR MILL
CEDAR HILLS
WEST HAVEN
WEST SLOPE
ST VINCENT HOSPITAL
CATLIN GABEL ELEM & HIGH
SUNSET HILLS MEMORIAL PARK
RALEIGH HILLS
BEAVERTON
WASHINGTON CO
MULTNOMAH CO
217

"Yellow Copy" 47

Road Design Section 378-6558

K. D. Limbocker
Design Engineer

August 13, 1979

A. D. Olson
Preliminary Design Engineer

Highway 217-Sunset Highway Interchange
Sunset Highway
Washington County

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakeriig

RECEIVED
AUG 13 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Enclosed is a print of the "broad brush" sepia of the Barnes Road extension that you sent to me for review and recommendations.

A suggested revision has been sketched on that might clear an "at grade" redesign of the interchange or might fit into a future grade separated interchange. In any event, it might be usable at this time, where the line as shown would appear impossible to handle.

Also enclosed are two copies of the 1"=2000' quadsheet on which I have sketched Buttke's March 7, 1979, pattern and the August 1, 1979, pattern you sent in. The original patterns are highlighted in pink and the suggested revisions are in blue.

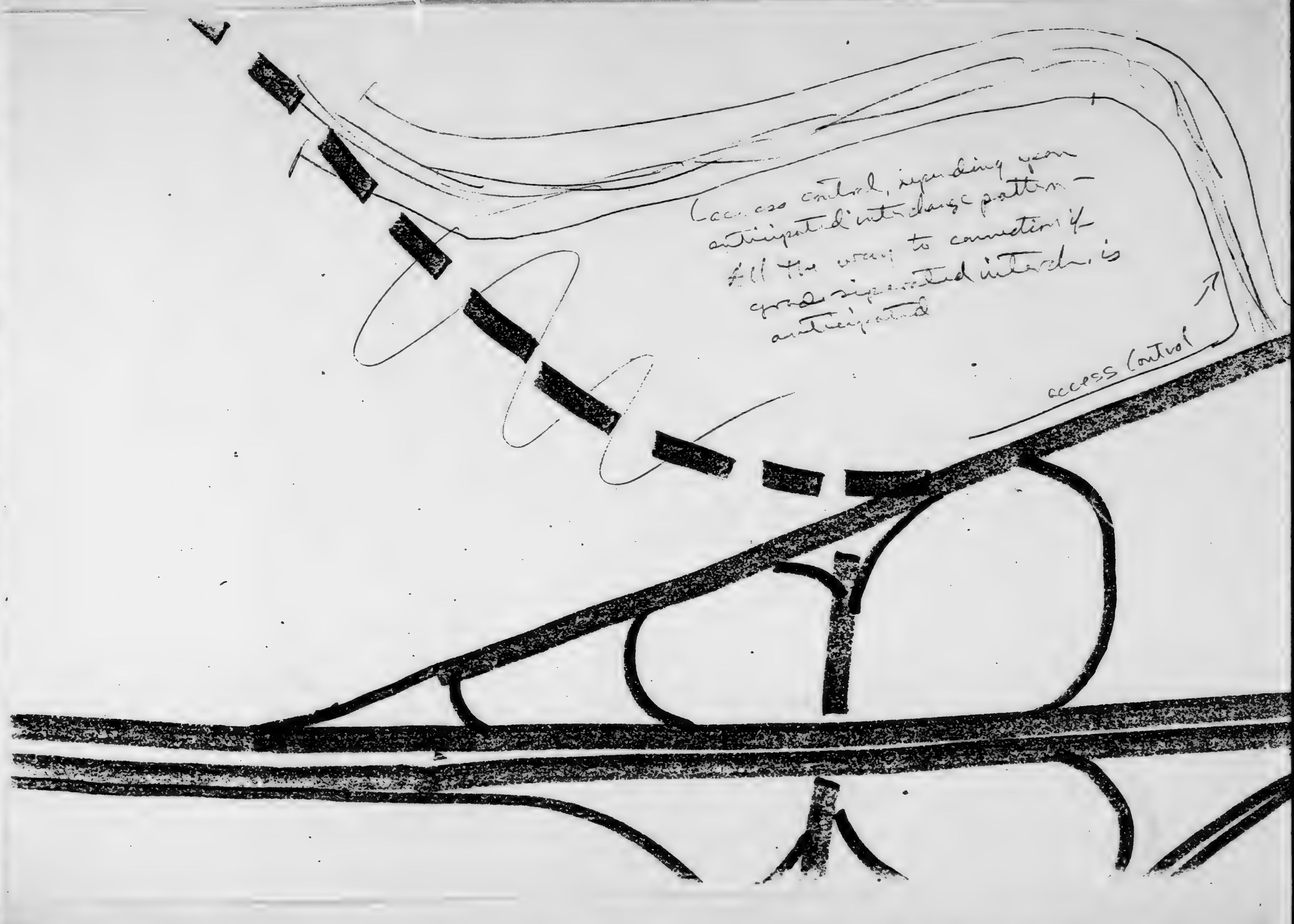
Also enclosed are two interchange layouts which worked for about ten years, based on the traffic data we had in 1977, and a "grade separated" pattern that has been around for several years based on a major facility extending northerly.

Depending upon current thoughts on growth, modal split, etc., something that would have about these sizes would appear to be what will be needed in the future. It would be nice if the frontage road could be held out far enough to allow for something like this, and not be lined with development as shown on the attached sketch which one of the earlier developers produced in response to our suggested clear zones. I overlaid the pattern we had given him and you can see that he followed the general pattern but hadn't gotten the message of our discussions.

Provision for transit in this area would presumably be along the lines of previous discussions on the Sunset Transitway which I hope you remember better than I do. A park and ride or transfer station for traffic from Barnes Road and the extension could be located on the new extension and would seem especially workable using express buses to the downtown area. I believe previous work gave up the idea of using it in connection with peak hour buses along the Sunset or from Highway 217 because of time and circuity problems as well as the thought that they should be loaded before getting to this point and starting new ones from here.

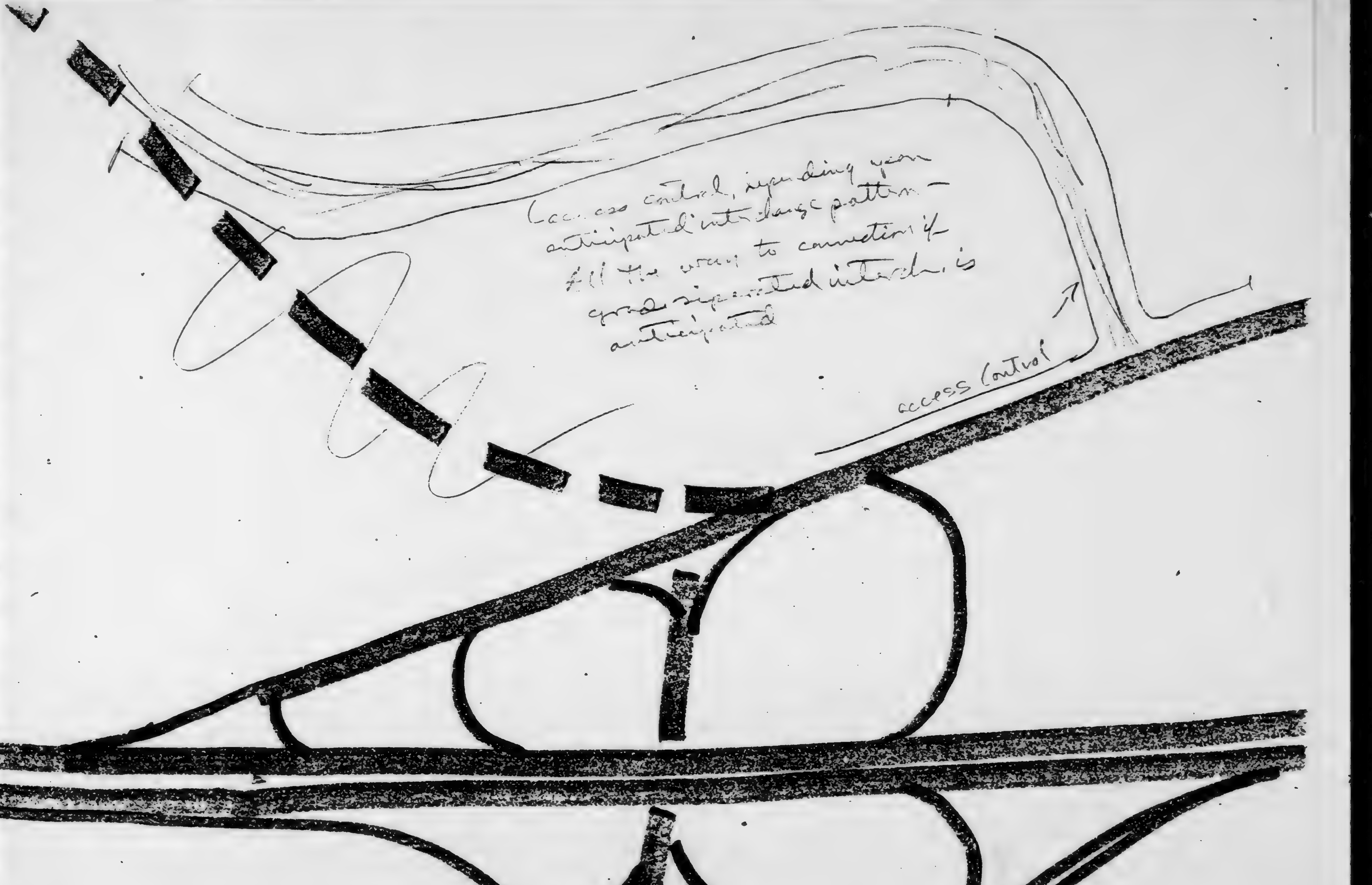
Since I have not seen your proposals, I can make no comment. I hope they work better than ours and presume that if they do they will take as much room or more and will require a similar adjustment to the alignment of the extension. If there are new traffic projections that include potential movements to the extension, we should get Tom's 1977 weave and storage figures revised and see what can be done to fit the new distances.

ADO:ab
enclosures.

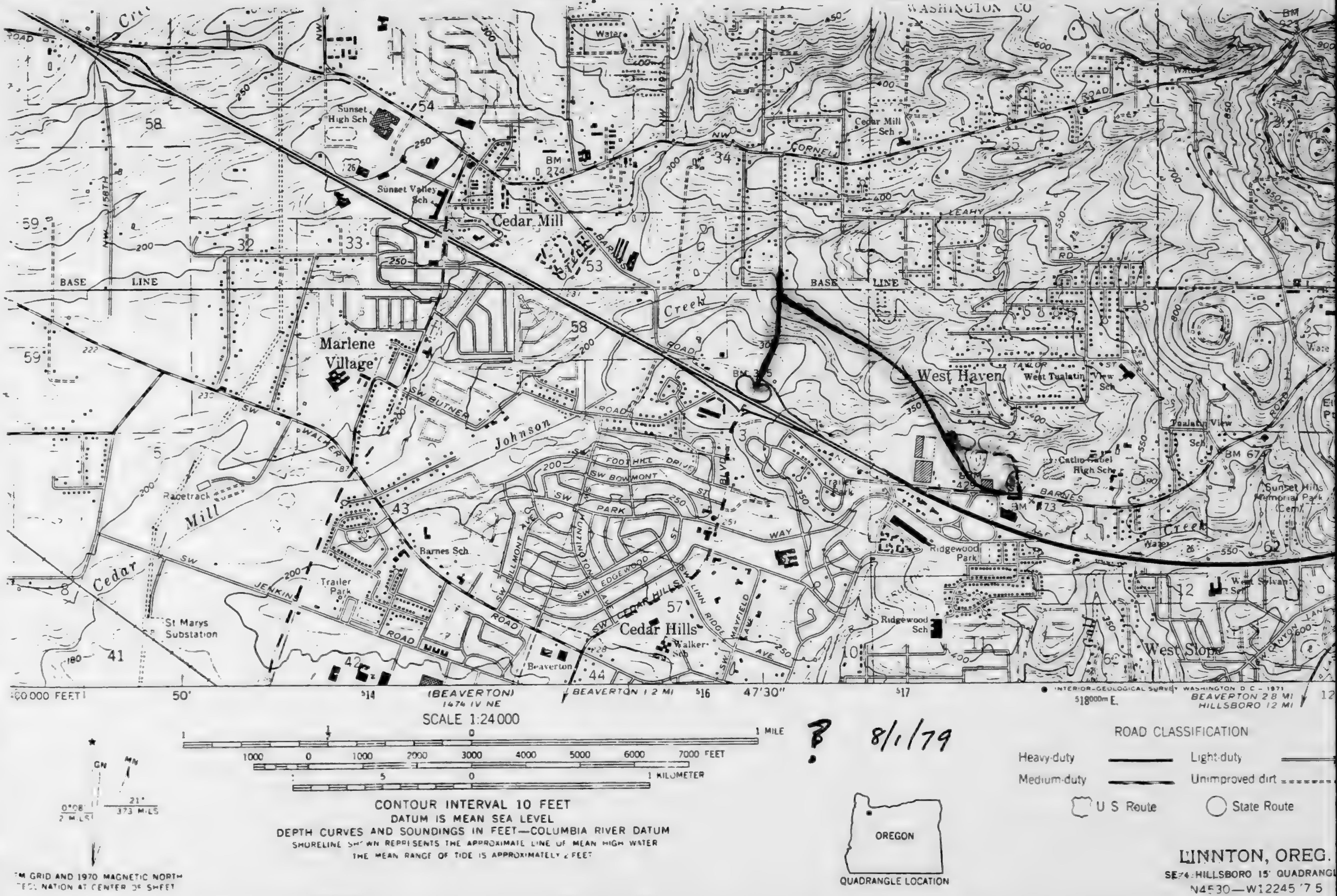


(access control, depending upon anticipated interchange pattern — all the way to connection if grade separated interch. is anticipated

access control


access control

(access control, depending upon anticipated interchange pattern — all the way to connection if grade separated interch. is anticipated



WASHINGTON CO
Cedar Mill
Cedar Mill Sch
Sunset High Sch
Sunset Valley Sch
Marlene Village
West Haven
West Tualatin View Sch
Tualatin View Sch
Catlin Gabel High Sch
Sunset Hills Memorial Park Cem
Ridgewood Park
Ridgewood Sch
Trailer Park
Barnes Sch
Cedar Hills
Walker Sch
West Slope
West Sylvan Sch
Racetrack
St Marys Substation
Beaverton
BASE LINE
NW CORNELL ROAD
LEAHY RD
TAYLOR ST
BARNES
SW BUTNER
Johnson Creek
Mill Creek
Cedar
SW WALKER
SW JENKINS ROAD
SW FOOTHILL DRIVE
SW BOWMONT
SW PARK
SW HUNTINGTON AVE
SW EDGEWOOD
SW CEDAR HILLS BLVD
SW LINN RIDGE
SW MAYFIELD AVE
SW CANYON LANE
BM 274
BM 325
BM 429
BM 473
BM 674
BM 923
NW 158TH
60 000 FEET
50'
514
516
517
47'30"
518000m E.
(BEAVERTON) 1474 IV NE
BEAVERTON 1.2 MI
BEAVERTON 2.8 MI
HILLSBORO 12 MI
1 MILE
7000 FEET
1 KILOMETER
GN
MN
0°08' 2 MILS
21° 373 MILS
OREGON
QUADRANGLE LOCATION
Heavy-duty
Medium-duty
Light-duty
Unimproved dirt
U S Route
State Route

INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D C—1971

SCALE 1:24 000

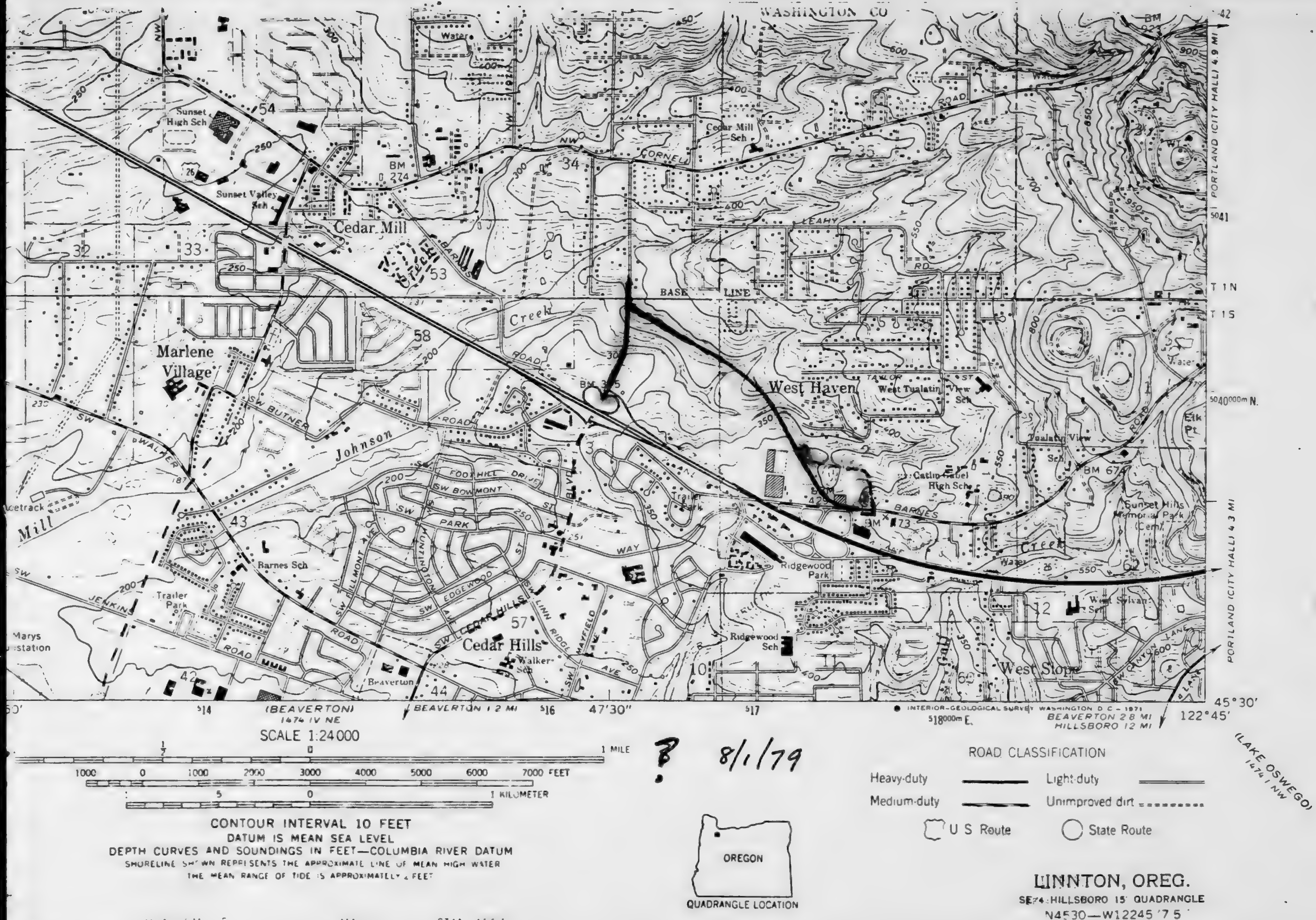
CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—COLUMBIA RIVER DATUM
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2 FEET

UTM GRID AND 1970 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

ROAD CLASSIFICATION

? 8/1/79

LINNTON, OREG.
SE/4 HILLSBORO 15' QUADRANGL
N4530—W12245/7.5

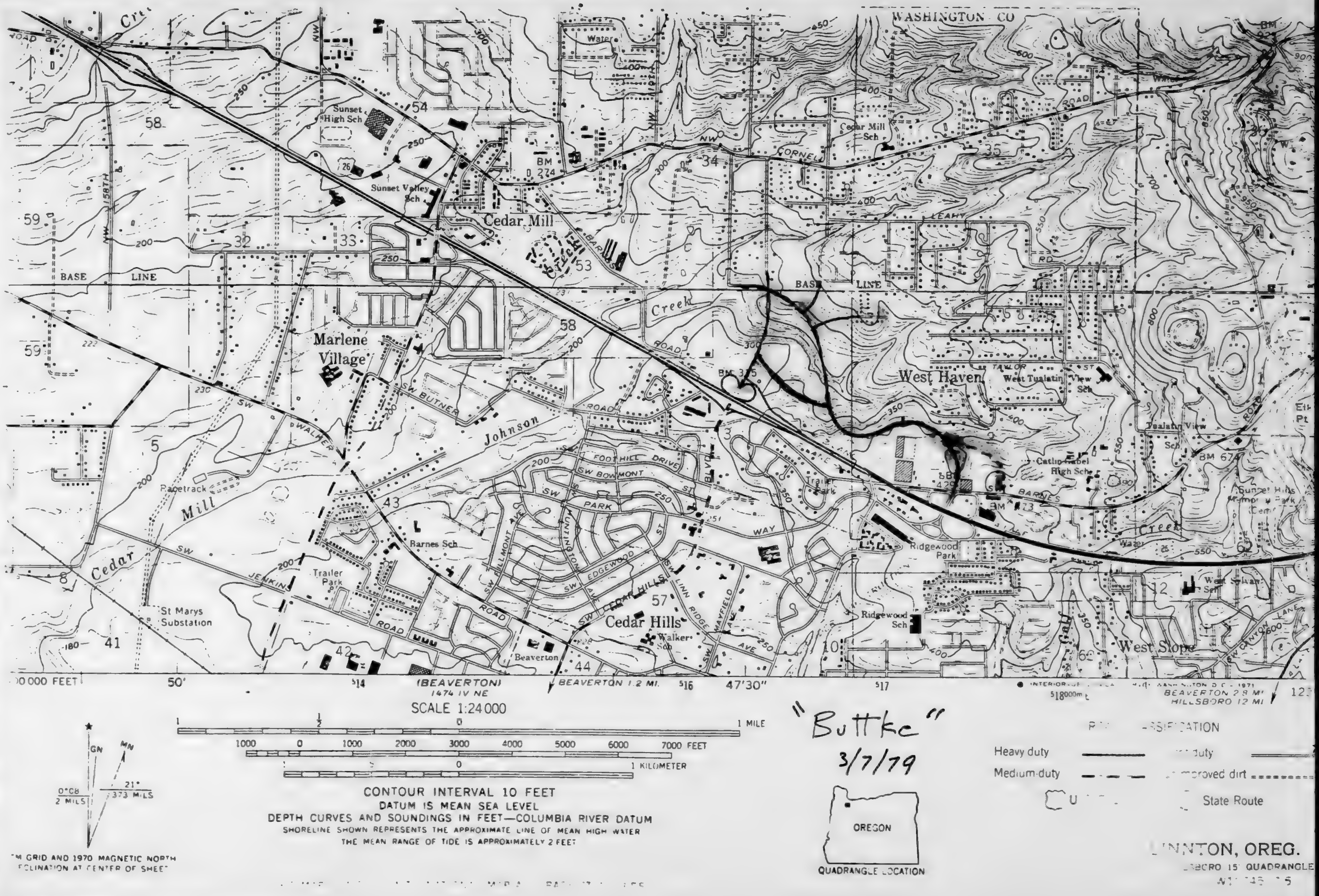

WASHINGTON CO
PORTLAND (CITY HALL) 4.9 MI
PORTLAND (CITY HALL) 4.3 MI
(LAKE OSWEGO)
1474 I NW
Cedar Mill
Cedar Mill Sch
Sunset High Sch
Sunset Valley Sch
Marlene Village
West Haven
West Tualatin View Sch
Tualatin View Sch
Catlin Gabel High Sch
Sunset Hills Memorial Park Cem
Ridgewood Park
Ridgewood Sch
Cedar Hills
Walker Sch
Barnes Sch
Trailer Park
West Slope
West Sylvan Sch
Johnson Creek
CORNELL ROAD
BASE LINE RD
BARNES ROAD
T 1 N
T 1 S
(BEAVERTON)
1474 IV NE
BEAVERTON 1.2 MI
BEAVERTON 2.8 MI
HILLSBORO 12 MI
47'30"
45°30'
122°45'
INTERIOR—GEOLOGICAL SURVEY WASHINGTON D C—1971
SCALE 1:24000
1 MILE
7000 FEET
1 KILOMETER
ROAD CLASSIFICATION
Heavy-duty
Light-duty
Medium-duty
Unimproved dirt
U S Route
State Route
OREGON
QUADRANGLE LOCATION

? 8/1/79

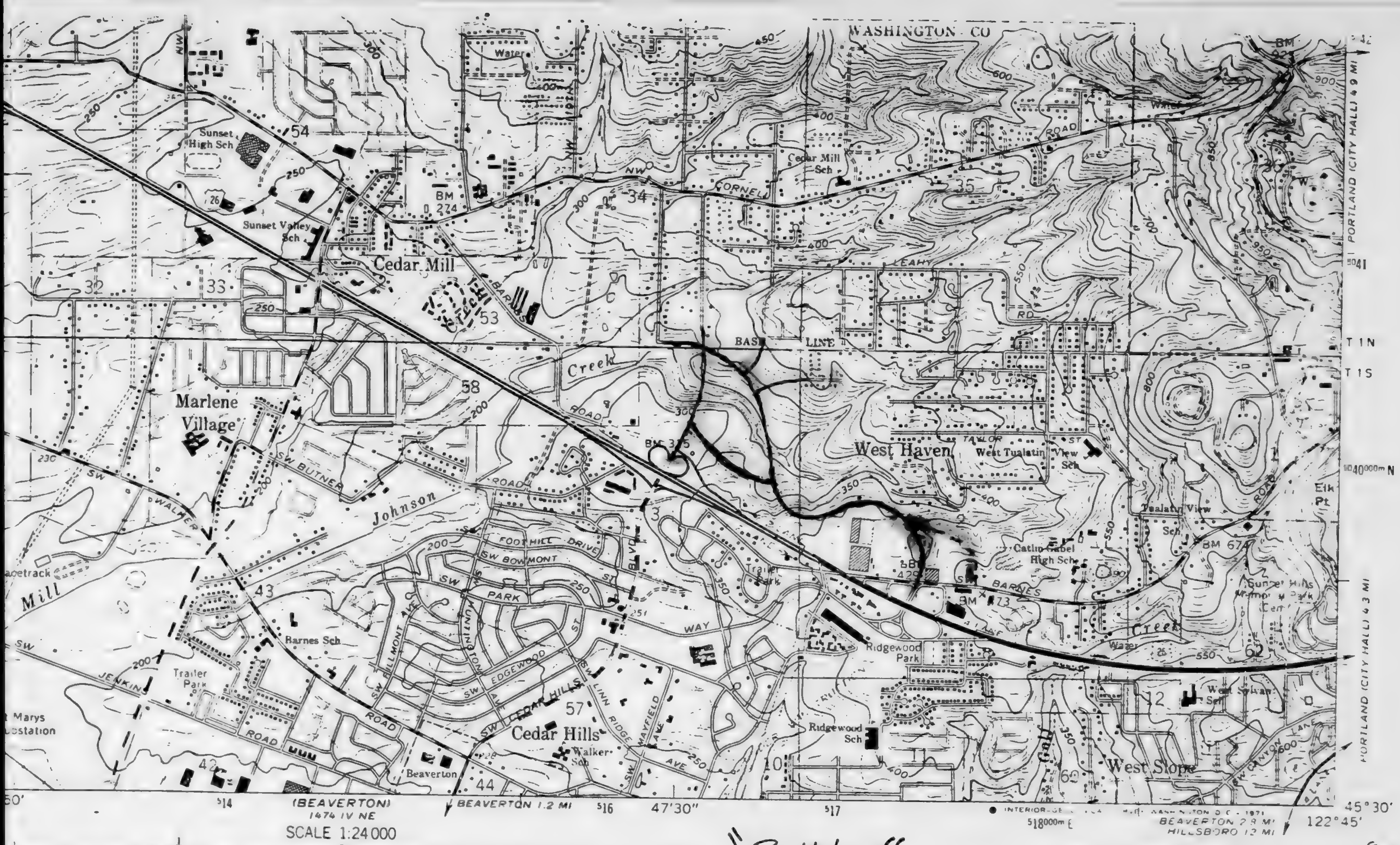
CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—COLUMBIA RIVER DATUM
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4 FEET

LINNTON, OREG.

SE/4 HILLSBORO 15' QUADRANGLE
N4530—W12245/7.5


WASHINGTON CO
Sunset High Sch
Sunset Valley Sch
Cedar Mill
Cedar Mill Sch
NW CORNELL ROAD
BASE LINE
Marlene Village
SW BUTNER
Johnson Creek
West Haven
West Tualatin View Sch
Tualatin View Sch
Catlin Gabel High Sch
BARNES
Sunset Hills Memorial Park Cem
Ridgewood Park
Ridgewood Sch
West Sylvan Sch
West Slope
Cedar Hills
Walker Sch
Barnes Sch
Trailer Park
Beaverton
St Marys Substation
Racetrack
Cedar Mill
SW JENKINS ROAD
SW WALKER
FOOTHILL DRIVE
SW BOWMONT
SW PARK WAY
SW EDGEWOOD
SW LINN RIDGE
MAYFIELD AVE
NW 158TH
(BEAVERTON) 1474 IV NE
BEAVERTON 1.2 MI.
BEAVERTON 2.8 MI. HILLSBORO 12 MI
SCALE 1:24 000
1 MILE
7000 FEET
1 KILOMETER
CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—COLUMBIA RIVER DATUM
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2 FEET
GN
MN
0°08' 2 MILS
21° 373 MILS
UTM GRID AND 1970 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
Heavy duty
Medium-duty
Improved dirt
State Route
OREGON
QUADRANGLE LOCATION
LINNTON, OREG.
HILLSBORO 15' QUADRANGLE

"Buttke"
3/7/79


WASHINGTON CO
Cedar Mill
Cedar Mill Sch
Sunset High Sch
Sunset Valley Sch
Marlene Village
West Haven
West Tualatin View Sch
Tualatin View Sch
Catlin Gabel High Sch
Sunset Hills Memorial Park Cem
Elk Pt
Ridgewood Park
Ridgewood Sch
West Slope
West Sylvan Sch
Cedar Hills
Walker Sch
Barnes Sch
Trailer Park
Beaverton
St Marys Substation
Racetrack
Johnson
Creek
Mill
NW CORNELL ROAD
BASE LINE RD
LEAHY
TAYLOR
SW BARNES
SW BUTNER
WALKER
JENKINS ROAD
FOOTHILL DRIVE
SW BOWMONT
SW PARK
SW EDGEWOOD
SW CEDAR HILLS
LINN RIDGE
MAYFIELD AVE
BLVD
WAY
SW CANYON LANE
26
BM 224
BM 325
BM 429
BM 473
BM 674
BM 923
PORTLAND (CITY HALL) 4.9 MI
PORTLAND (CITY HALL) 4.3 MI
T 1 N
T 1 S
5040000m N
5041
45°30'
122°45'
47'30"
50'
514
516
517
518000m E
(BEAVERTON) 1474 IV NE
BEAVERTON 1.2 MI
BEAVERTON 2.9 MI
HILLSBORO 12 MI
(LAKE OSWEGO) 1474 I NW

SCALE 1:24 000

1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 KILOMETER

CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—COLUMBIA RIVER DATUM
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2 FEET

"Buttke"
3/7/79

QUADRANGLE LOCATION

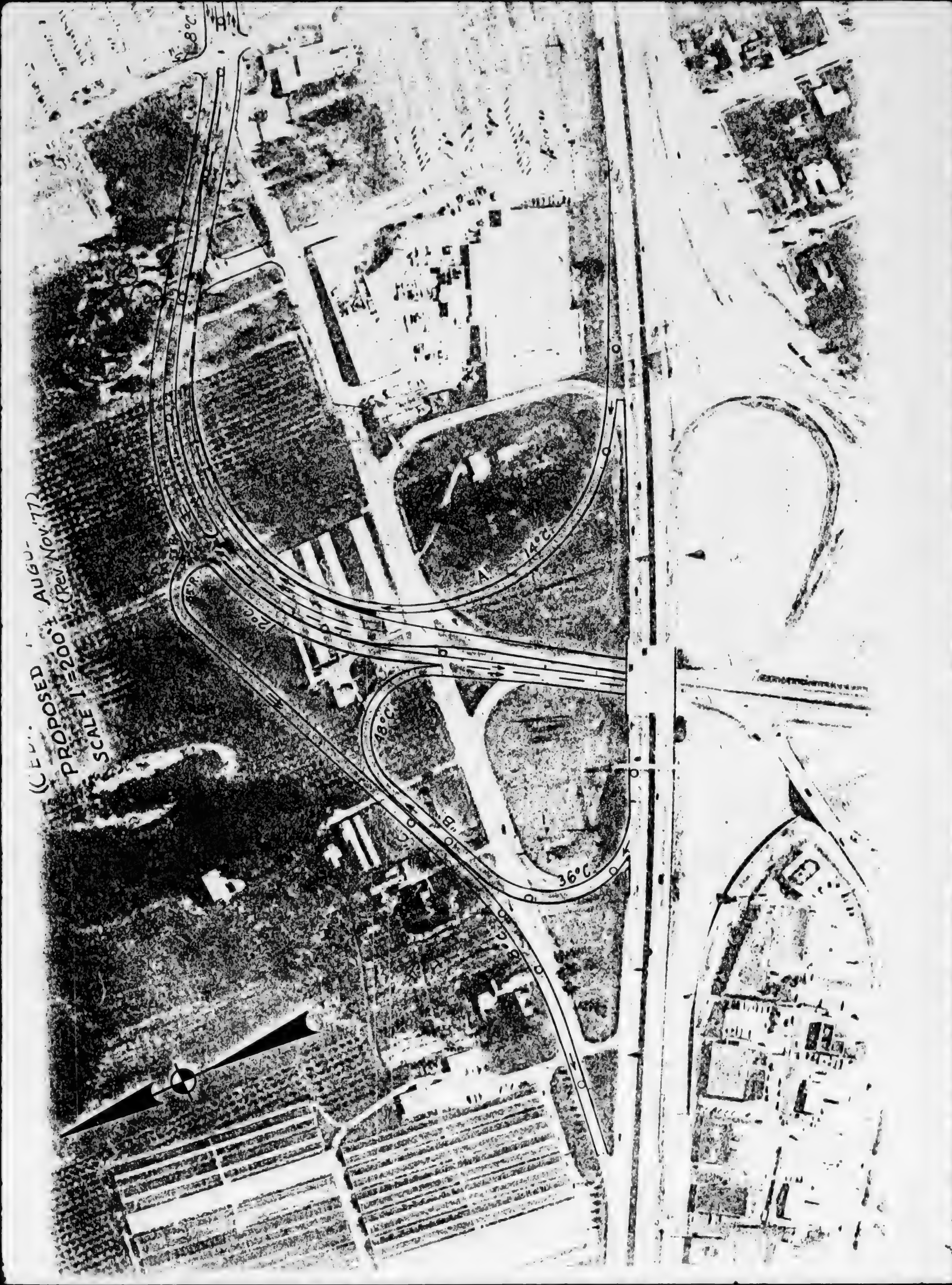
ASSIFICATION

Heavy duty —— duty ——

Medium-duty — — proved dirt ======

U State Route

INNTON, OREG.
SBORO 15 QUADRANGLE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B
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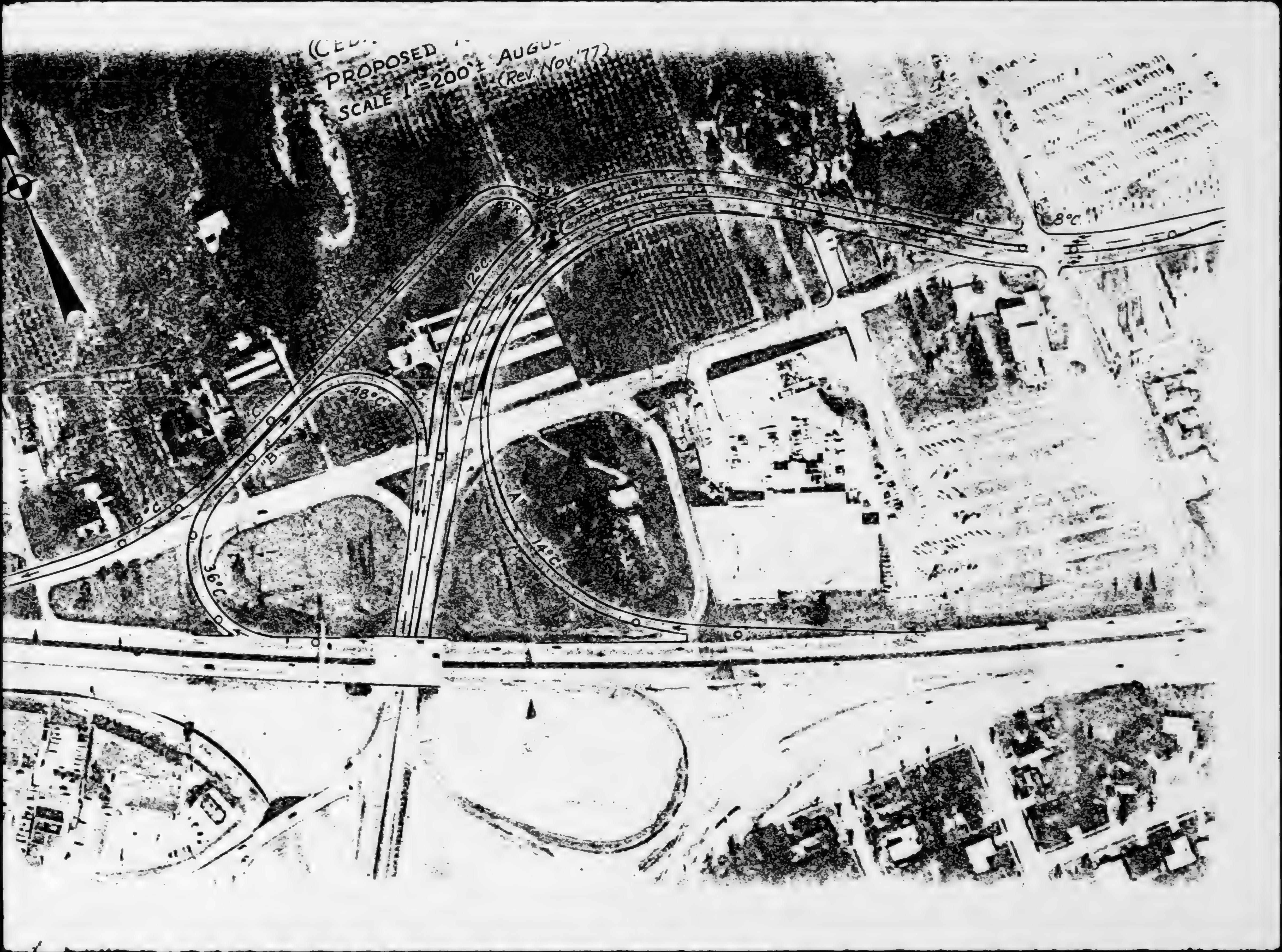
8°C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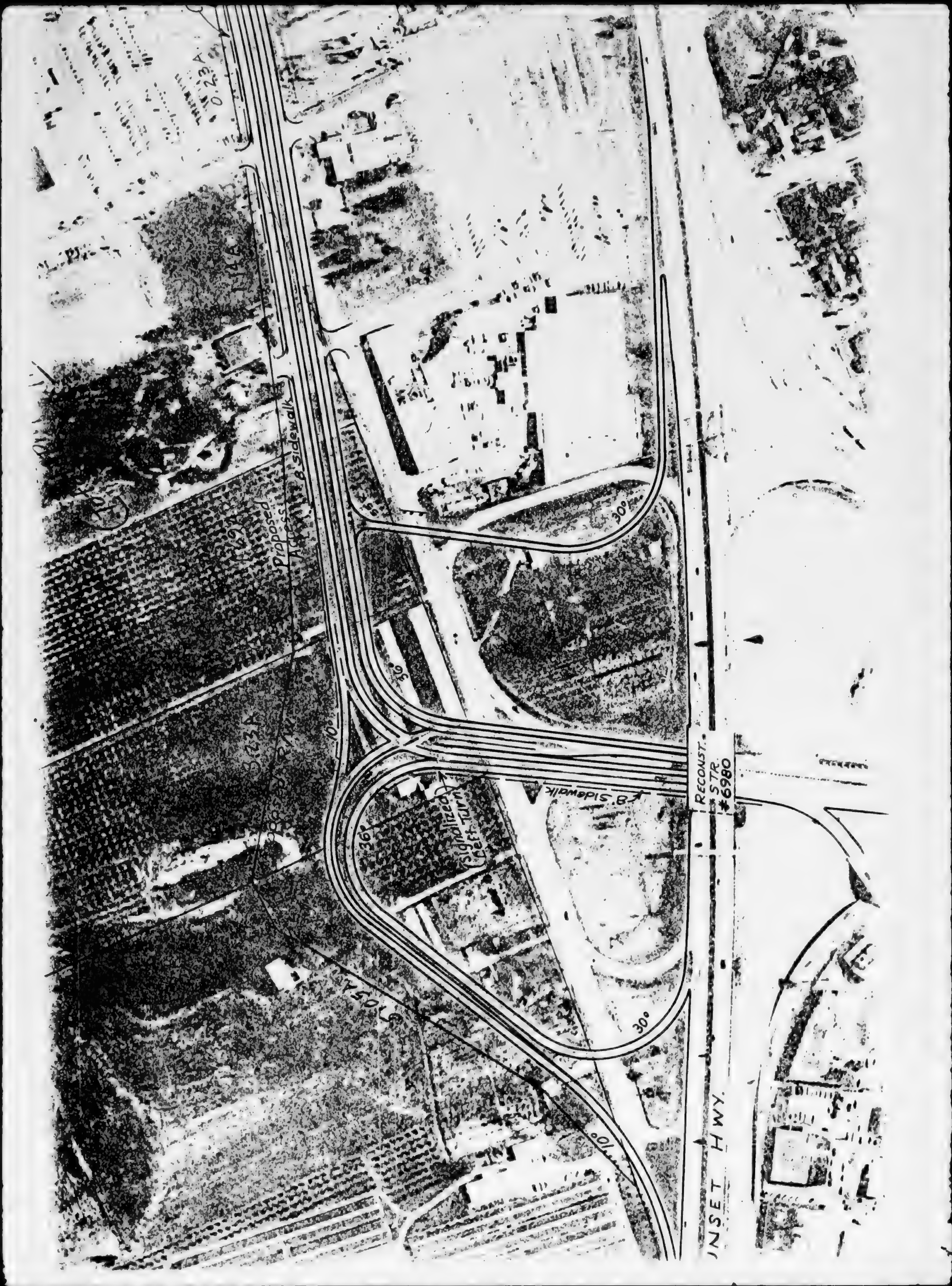
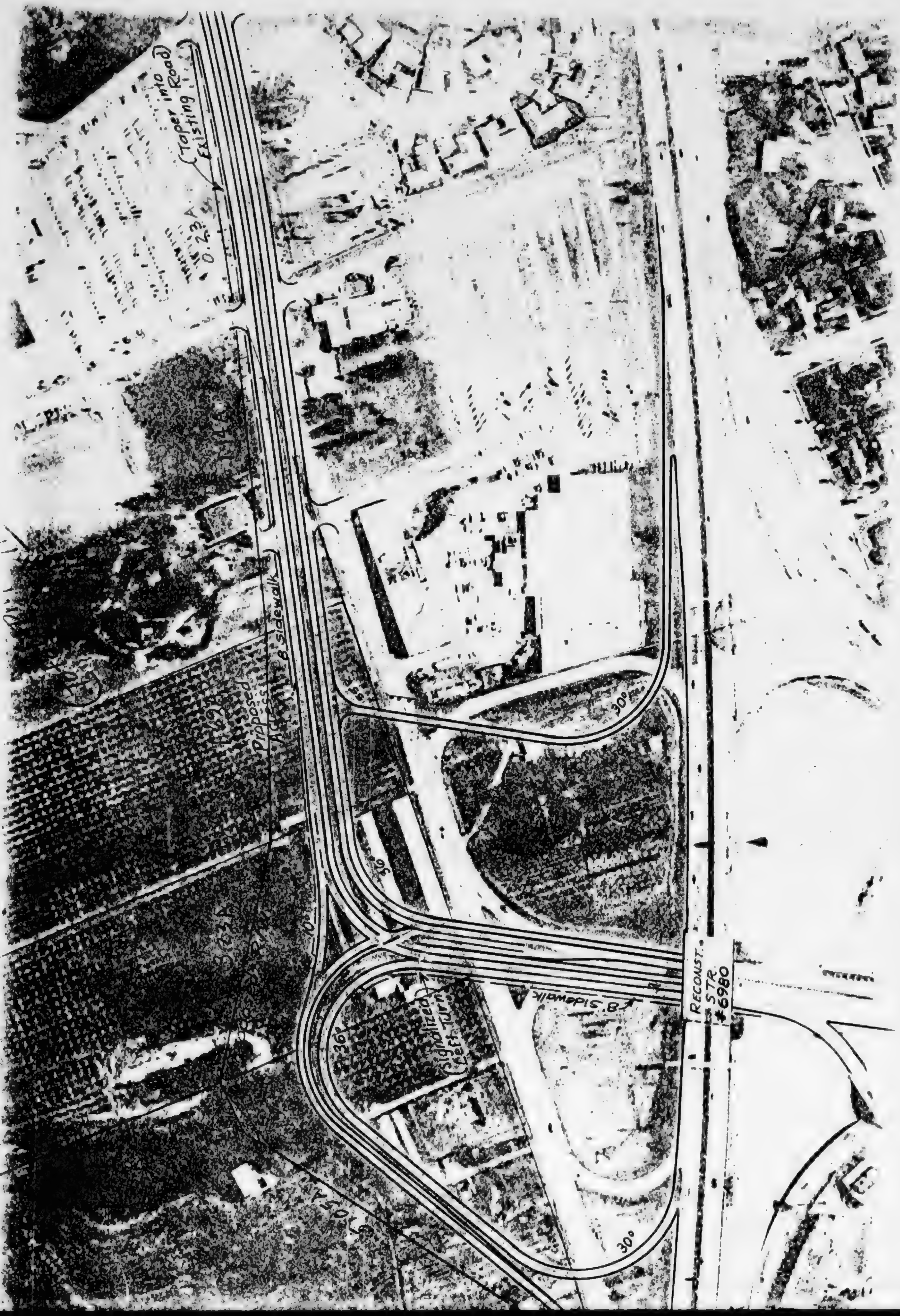
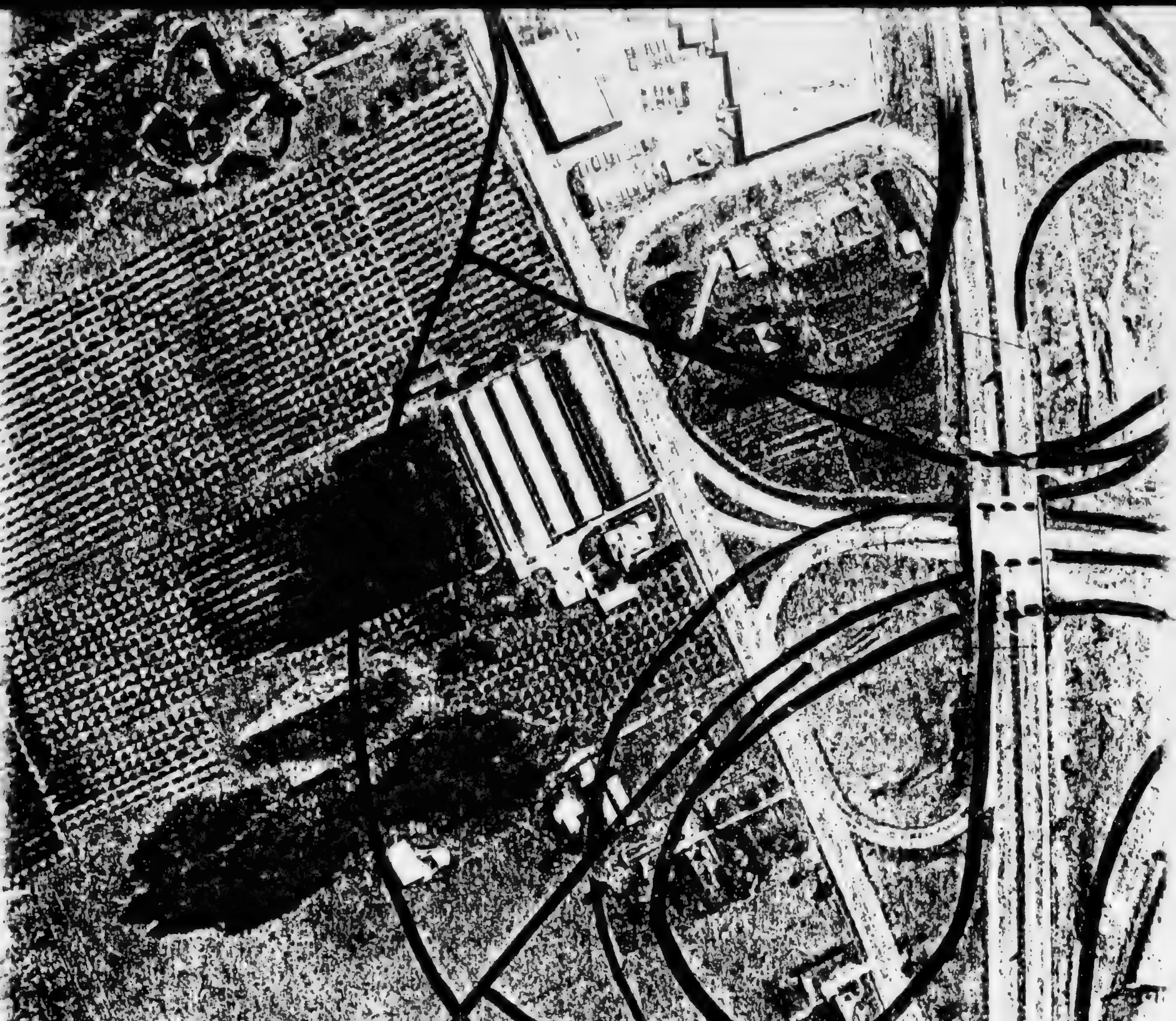
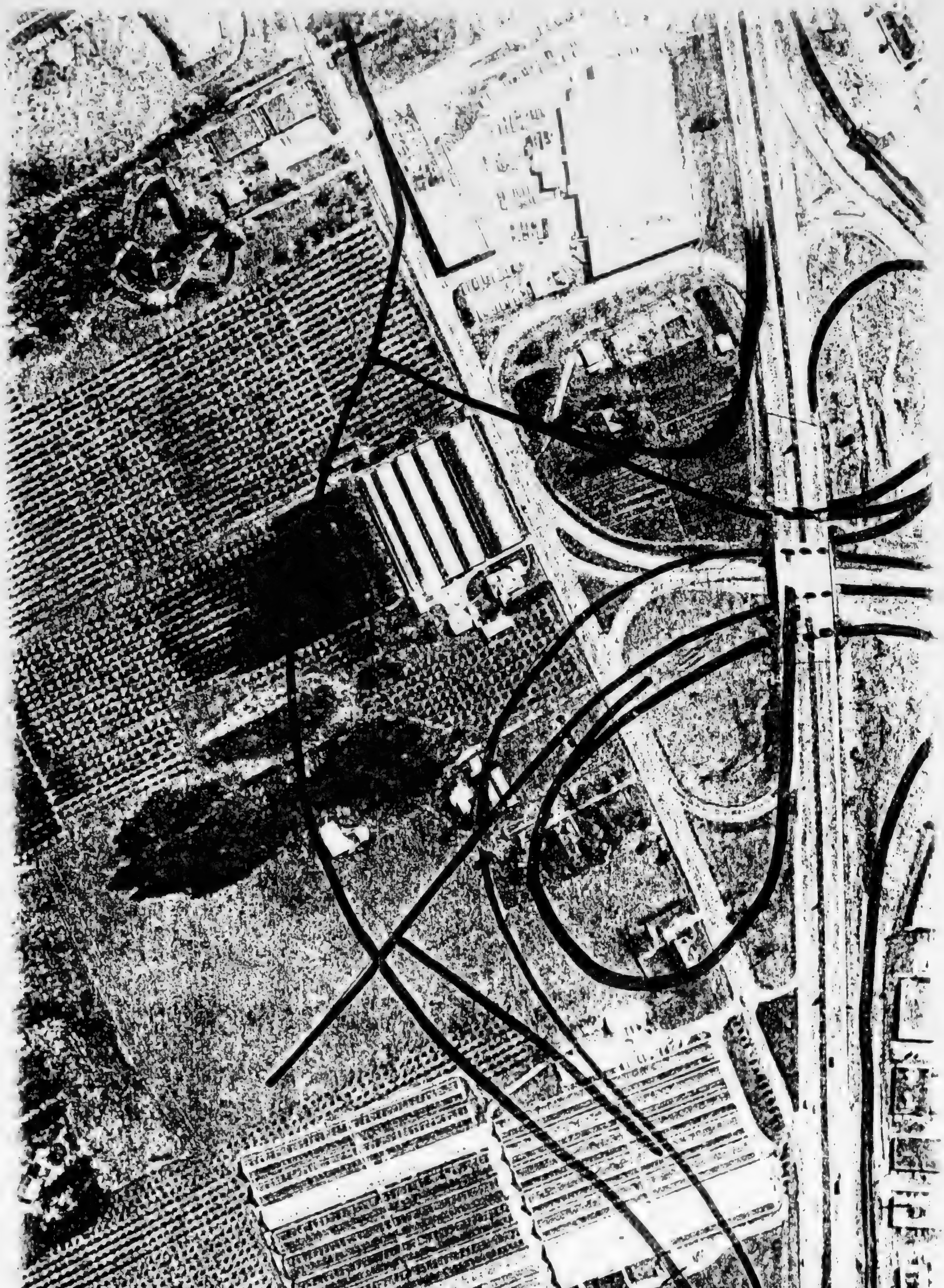
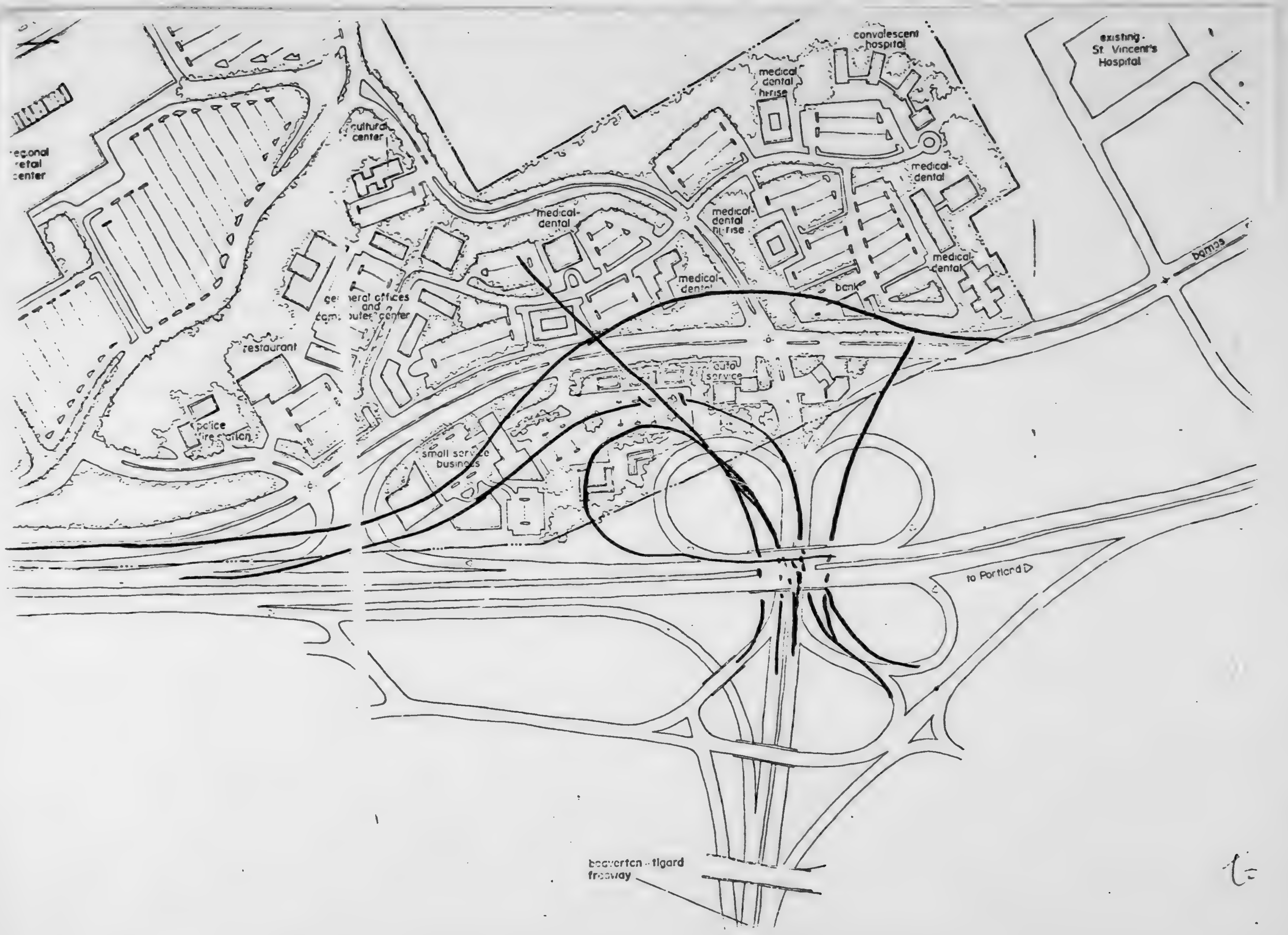

0.23 A
1.4 A
Proposed Access Rd. & sidewalk
69
9.23 A
10°
36°
30°
Signalized Left Turn
℄ & Sidewalk
RECONST. STR. #6980
INSET HWY.
750
10°


(Taper into Existing Road)
0.23 A
Proposed Access
8' sidewalk
55
30°
36
10°
36
Signalized Left Turn
8' sidewalk
RECONST. STR. #6980
30°






existing St. Vincent's Hospital
convalescent hospital
medical dental hi-rise
medical-dental
medical-dental
medical-dental hi-rise
medical-dental
medical-dental
bank
barnes
cultural center
regional retail center
general offices and computer center
restaurant
police fire station
auto service
small service business
to Portland
beaverton - tigard freeway

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 1, 1978

FILE:

FROM: J. H. Versteeg
Engineering

J H Versteeg

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Cedar Hills Interchange
Sunset Highway
Washington County

118-5

The interim plan for a solution to the Sunset-217 Interchange problem described in Mr. Bothman's letter of February 1, 1978, will provide short-term (5 year) relief to the traffic problems in this area. From an operational point of view Alternate No. 2 is acceptable.

Plan No. 2 does not provide reasonable access to the four properties north of Barnes Road. Access to these properties would need to be required or restricted to westbound traffic flow for this proposal to operate safely.

Preliminary Design developed a plan similar to Alternate No. 2 with a frontal road north of Barnes Road. The frontal road plan is unacceptable because of the time required for the Environmental Statement, hearings and right-of-way acquisition. A sketch of the frontal road alternate is attached.

In summary, Plan No. 2 is acceptable to handle traffic for the next five years with the exception of the access problem to the four properties northerly of Barnes Road.

JHV:jh
Attachment

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MAR 3 '78

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Bothman

FOR

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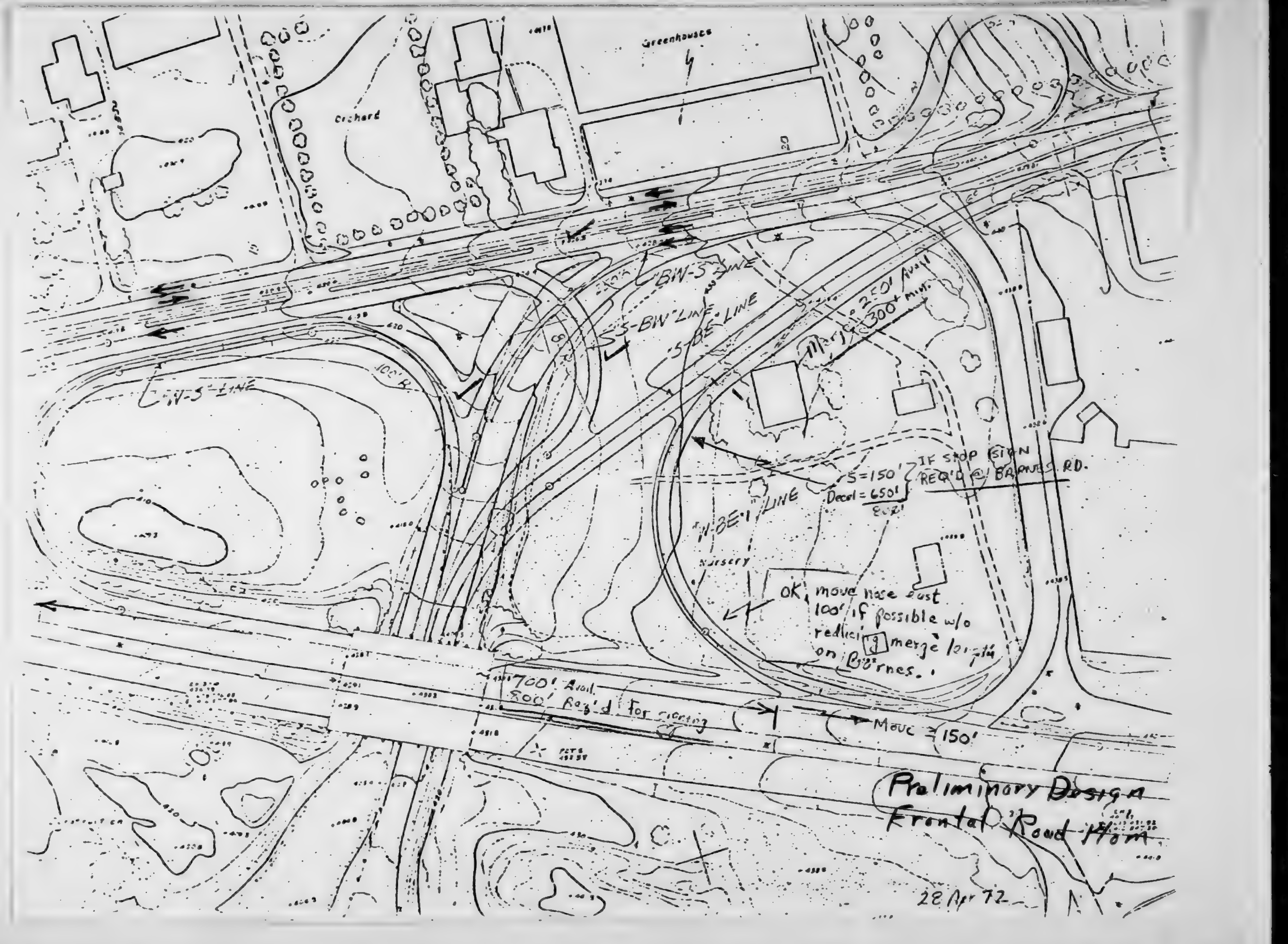
✓						

cy- 3-6-78


Greenhouses
Orchard
Nursery
"BW-S" LINE
"S-BW" LINE
"S-BE" LINE
"N-BE" LINE
"W-S" LINE
100' R.
Merge 250' Avail
300' min.

S=150'
Decel = 650'
802'
IF STOP SIGN REQ'D @ BARNES RD.

OK, move nose east 100' if possible w/o reducing merge length on Barnes.

700' Avail
800' Req'd for signing

Move ≈ 150'

Preliminary Design
Frontal Road HOM

28 Apr 72

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: THE FILE

DATE: February 15, 1978

FROM: ROBERT N. BOTHMAN Bothman
Administrator

SUBJECT: Sunset Highway/Highway 217 interchange
Barnes Road

718-5

I met on February 14 with Mr. and Mrs. Peterkort, representing Peterkort and Company, Carl Buttke, consultant for the Peterkorts, Mike Borresen, Washington County, and Ken Limbocker, ODOT to review the ODOT effort at the subject interchange, and the consultant's effort to develop Barnes Road and their property north of the Sunset Highway.

Buttke presented a proposal for the extension of Barnes Road from about the location of St. Vincent Hospital westerly to 112th (an extension of Cedar Hills Boulevard) and eventually Barnes Road west of 112th. The alignment is geared to the development proposal as well as the terrain. Buttke also presented a plan for reconstruction of the Sunset Highway/Highway 217 interchange involving a collector system for the on and off ramps similar to the Cedar Hills Boulevard interchange on the Sunset Highway.

I advised of the effort by ODOT to develop (1) a $10 million-plus alternative for a permanent solution, (2) a $2 million alternative which requires additional right-of-way and is essentially the long-range solution but without grade separation and which would require about four to five years to develop, and (3) the current effort to develop a $200,000 alternative within the existing right-of-way consisting of relocation of one ramp and installation of a signal. I advised that I had no idea of the financial support for the $10 million estimate; it was not in any program or under consideration for programming by ODOT at this time. I advised that funding for the $200,000 alternative was being considered by ODOT, however, subject to approval of the financing measures before the public this year. I did advise that the $2 million alternative had a life span of about ten years, after which it would become clogged, and that the $200,000 alternative had a life span of about five years, after which it would become clogged.

I also advised that we were not aware of the plans for the extension of Barnes Road by the developer, Peterkort, and, in fact, had seen a different idea just one year ago from Buttke. The point was that we can't proceed with any design of the long-range interchange until we have some ideas as to what the developer is going to do, as well as some ideas as to what the transitway project, which might come on the Sunset, might look like.

Mr. Peterkort indicated they were ready to start the engineering and design work on the extension of Barnes Road, however, discussion indicated that probably they were at least three to four years away from actual construction.

NOTED
F. B. KLABOE

81-125-1387

I did indicate we would do some very sketchy work with the controls given to us by Buttke to see if we could provide a reasonable design for the interchange and still meet the controls of the Barnes Road extension as seen by Buttke. Ken Limbocker will develop some sketch work only in order that we can advise the consultant as to whether his design for the extension of Barnes Road is compatible with what we might be looking at as a future design for the Sunset Highway/Highway 217 interchange, as well as an interim design.

ebg

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
E. L. Hardt
K. D. Limbocker - Determine feasibility and compatibility of Buttke's proposal with our effort

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DOT OPERATIONS
FEB 17 '78
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FOR
Info Inves R/D D/R Sign Act File

4465

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

Metropolitan Branch

DATE: February 1, 1978

TO: THE FILE

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Sunset Highway/Highway 217 interchange

718-J

I presented an interim solution plan for the subject interchange to the Transportation Committee of the Beaverton Chamber of Commerce. In attendance were the mayor of Beaverton, Jack Nelson and Washington County commission chairman Miller Duris. The Washington County public works staff was also in attendance.

tracing on 21.6 Beav.-Syd.

I presented them the attached report prepared by Tom Schwab which is an analysis of the plans drawn up to provide for removal of the weave conflict on the Sunset Highway by the removal of the northbound to westbound on-ramp to the Sunset Highway. The plan calls for installation of signalization at the Barnes Road intersection with Highway 217. The constraints given to this design were to develop a solution within the existing right-of-way, and to develop a design within the constraint of the four lanes under the Sunset Highway for Highway 217. The objective is to provide for an immediate relief for the weave problem on the Sunset Highway.

Consensus of the county commission chairman, city mayor, and chamber committee was that the priority should be placed on the immediacy of an improvement. Full consideration was given to ramifications of the $200,000 improvement with a life expectancy of five years. The $1.2 million solution presented in December, with a life of about ten years, and the need for a permanent solution was discussed. We pursued the constraints on the permanent solution due to the unknows of a transit facility projected for the Sunset Highway, and also the unknowns of the relocation of Barnes Road and development of the Peterkort property--all those properties located immediately north of the interchange.

I discussed the current status of the project being on the A-plus program. I explained the B program, A program, and A-plus program currently being discussed by the OTC, subject to adoption on February 22.

The group approved a resolution which will go to the chamber board and full chamber within the next two weeks, adopting a position that the area supports the $200,000 approach, that immediacy is the most important factor, and that a joint presentation should be made to the OTC at the February commission meeting.

ebg

cc: F. B. Klaboe
[redacted]
H. S. Coulter
E. L. Hardt

attachment

2-8-78
Your comments on these proposals please.
Ed.

RECEIVED
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FOR
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81-125-1387

Oregon Department of Transportation
Transportation Analysis Unit
Cedar Hills Interchange
Sunset Highway at Barnes Road

INTRODUCTION

The Cedar Hills Interchange is located west of Portland in Washington County on the Sunset Highway at MP 69.2. This interchange provides traffic movement between the Sunset Highway, Beaverton-Tigard Highway, Barnes Road, and Cedar Hills Shopping Center.

Map 1 shows the configuration of the existing interchange and 1977 average traffic volumes. The major objective of an improved design is to eliminate the extremely heavy weave on the Sunset Highway between the westbound off and westbound on-ramps and maintain an acceptable level of service.

The several design alternatives studied were all confined to the existing right-of-way. A further constraint to the design alternatives was to avoid rebuilding the Sunset Highway overcrossing at the Beaverton-Tigard Highway because of cost. The Beaverton-Tigard Highway under the structure is now four lane. Two designs, Alternates 1 and 2, emerged as possible solutions.

ALTERNATE 1

Map 2 shows a design that eliminates the loop on-ramp from the Beaverton-Tigard to the Sunset Highway westbound by providing a 2-lane left turn through a signal at Barnes Road. This eliminates 1,900 vph in a weave over a length of 850 feet on the Sunset Highway resulting in traffic operation at level of service "E". The 1,210 vehicles on the Sunset Highway westbound off-ramp would be allowed to free flow. Traffic moving westbound on the Sunset Highway to eastbound on Barnes would be accommodated by construction of an off-ramp from the Sunset Highway to Barnes Road. This will eliminate conflicts at Barnes Road/Beaverton-Tigard Highway. The pavement will be widened just north of the Sunset Highway overcrossing on the east side. This will allow eastbound traffic to flow freely, effectively separating it from westbound traffic. Southbound traffic from Barnes Road would approach the intersection through a smooth long radius single lane curve.

Analysis of this alternate resulted in level of service "C-D" at the signalized intersection. The desirable storage length for the double left turn at the south approach was computed to be 200 feet. Under this design approximately 200 feet of storage is available. Further increases in traffic could make the available storage length inadequate. The calculated weave length required on the Beaverton-Tigard Highway between Barnes Road and the connection to the Cedar Hills Shopping Center is 550 feet, which is provided by this design. If traffic volumes grow at the current rate, the signal would operate at level of service "D" to "E" within less than five years.

ALTERNATE 2

This alternate, which is shown on Map 3, provides the same traffic movements as Alternate 1. However, westbound traffic on Barnes Road is not separated and traffic traveling south from Barnes Road must negotiate a shorter radius curve than under Alternate 1.

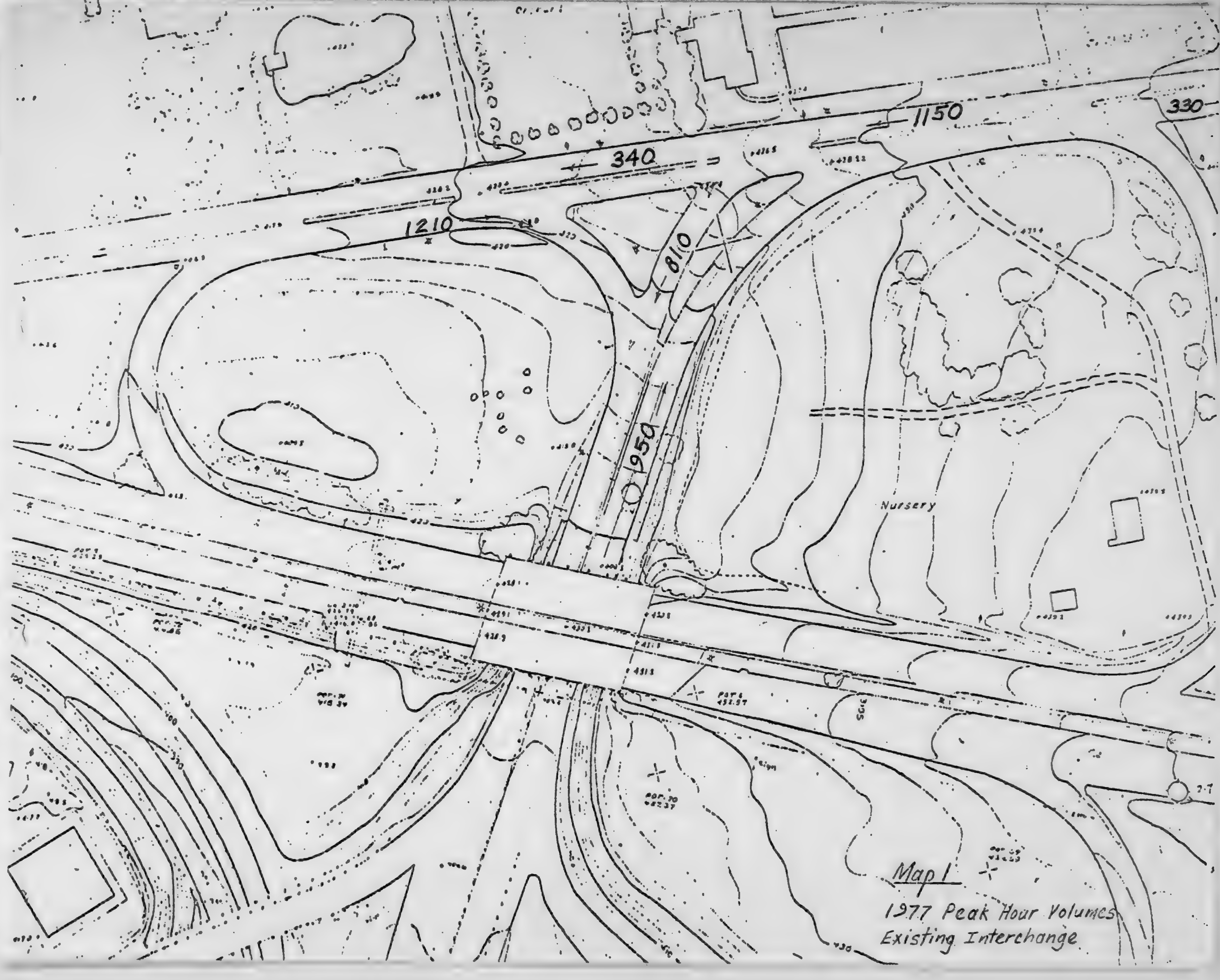
Analysis of this proposed design shows operation at level of service "C-D" at the signalized intersection for existing traffic conditions. The main advantage of this design over Alternate 1 is a longer available storage length of approximately 300 feet. From this standpoint, some growth in traffic volumes along the south approach to the intersection could be accommodated. However, as with Alternate 1, this design is also expected to operate at level of service "D" to "E" within less than five years.

CONCLUSION

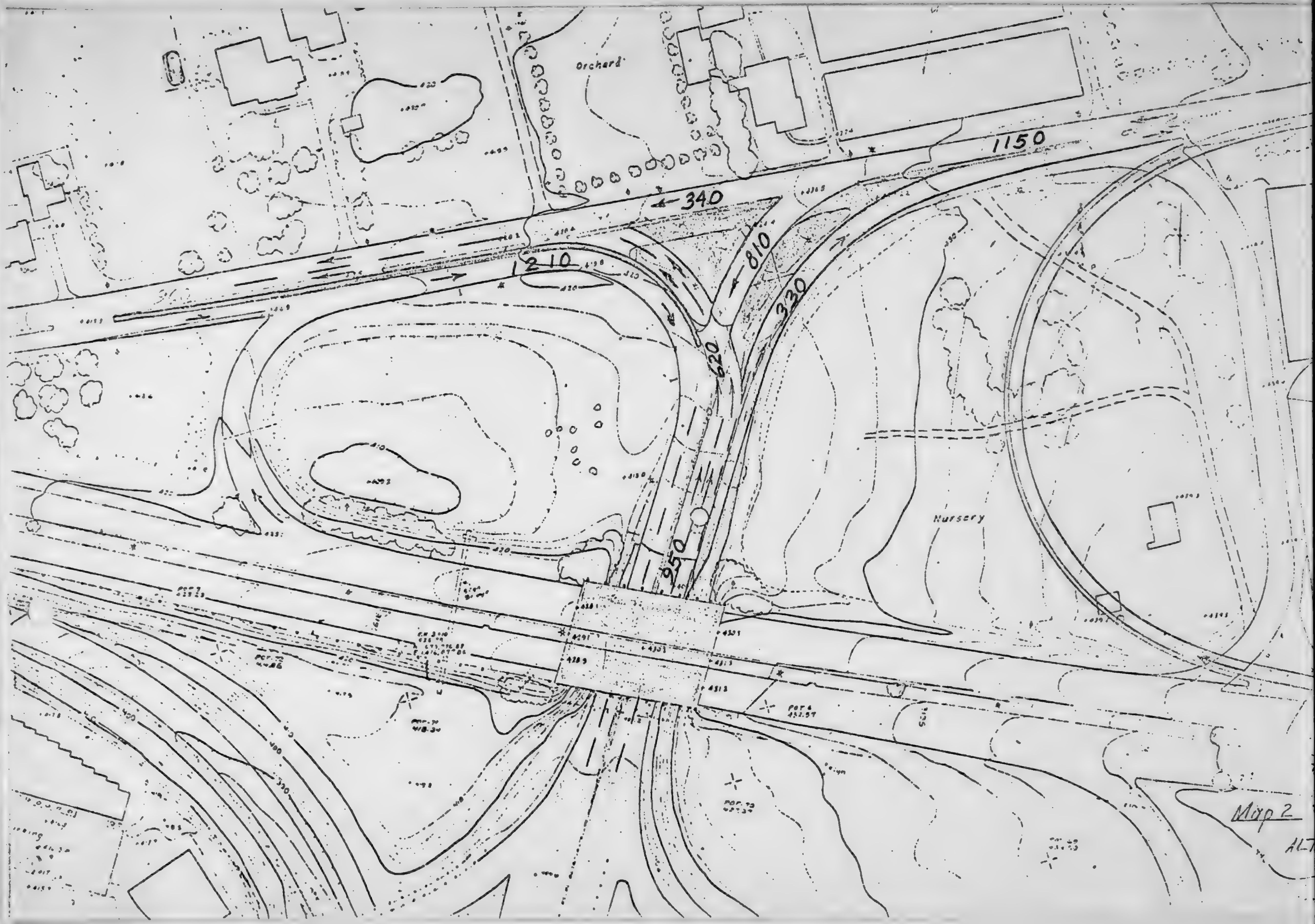
Both designs analyzed provide a low-cost interim solution for this interchange by eliminating the weave conflict on the Sunset Highway. However, because the alternates are confined, substantially, to the existing right-of-way, the weaving problem may only have been shifted to the Beaverton-Tigard Highway. Either design would tie into the widening of Barnes Road to a four-lane section, which is proposed by Washington County. They also would be compatible with eventual widening of the Sunset Highway overcrossing at the Beaverton-Tigard Highway.

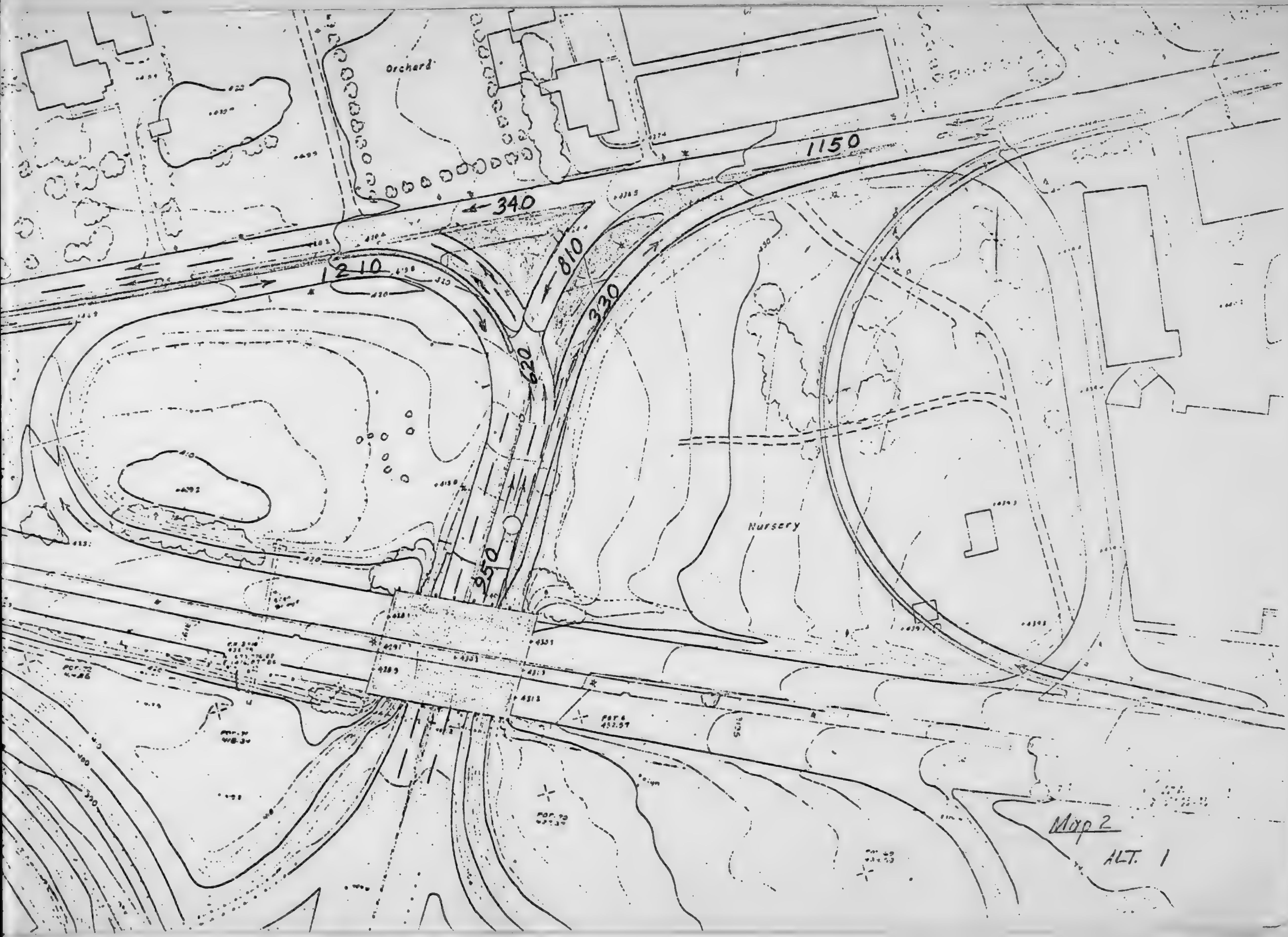
Alternate 2 is favored over Alternate 1 because of the greater storage length it provides for the south approach to the intersection (300 feet versus 200 feet). However, both solutions would operate at level of service "C-D" under current traffic conditions. This is not completely satisfactory. Based on the current rate of traffic growth, Alternate 1 and Alternate 2 are forecast to operate at level of service "D to E" within less than five years.

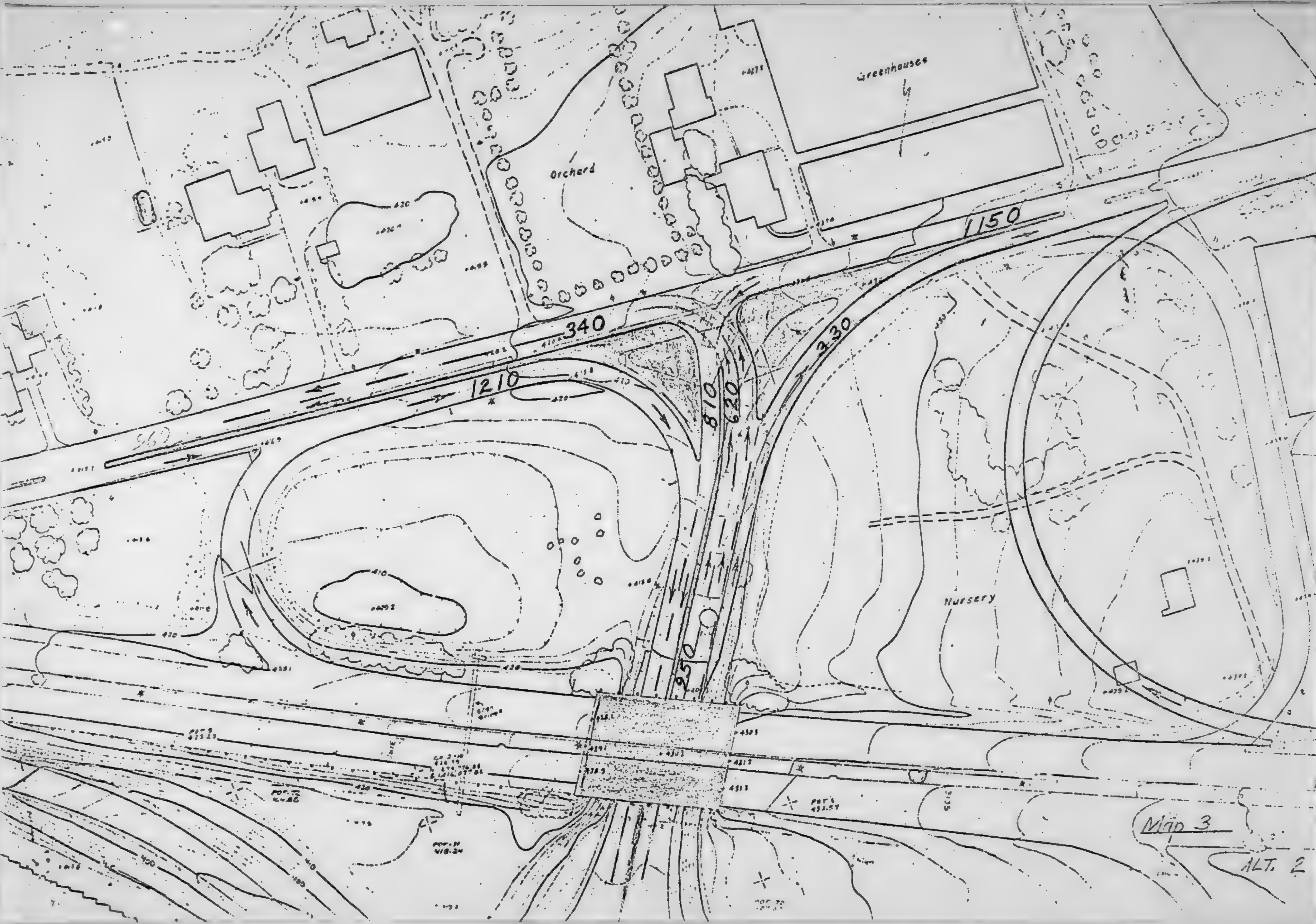
HH:ja
ODOT


330
1150
340
1210
810
950
Nursery

Map 1
1977 Peak Hour Volumes
Existing Interchange

Orchard
1150
340
1210
810
330
620
950
Nursery
Map 2

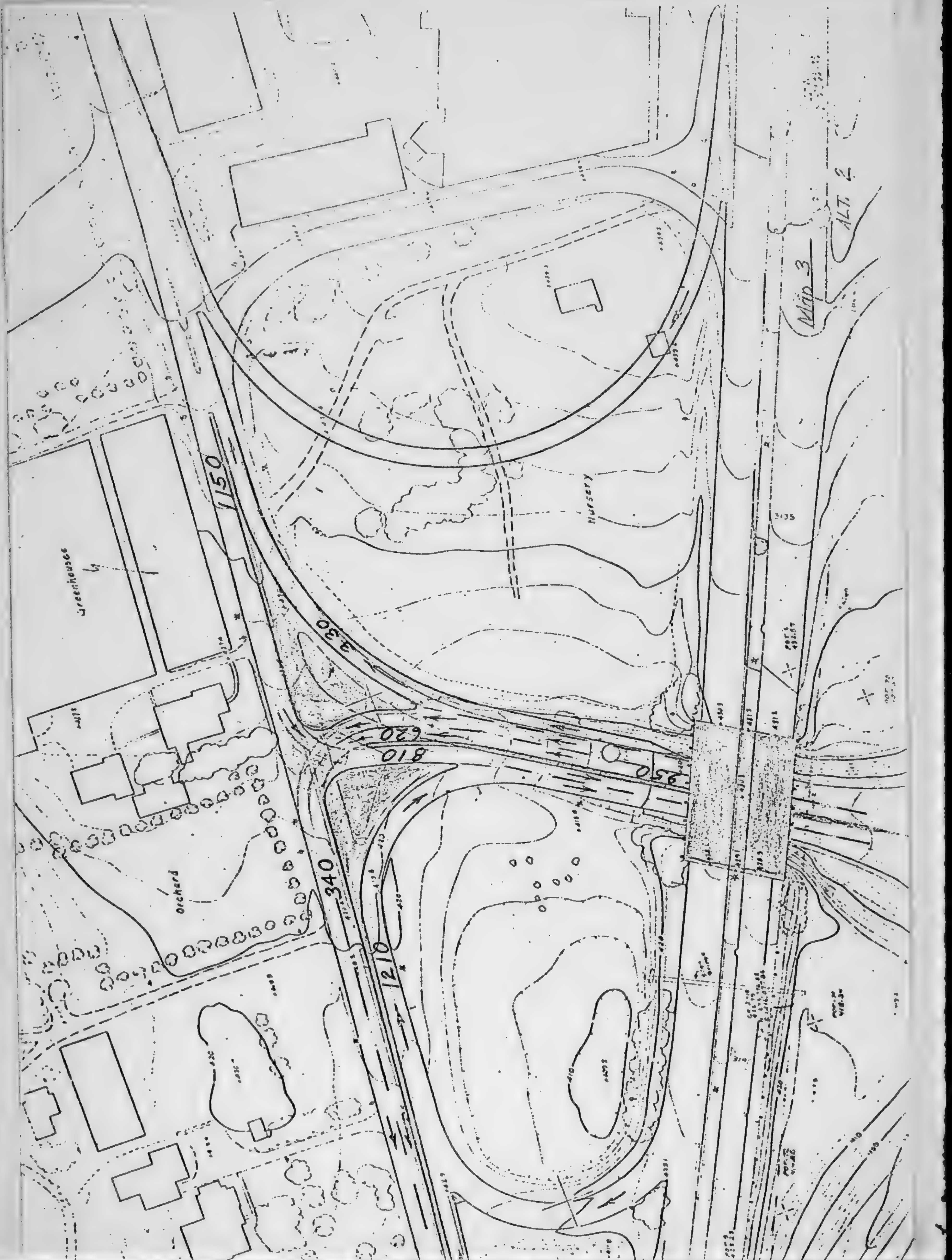

Map 2
ALT. 1
Orchard
1150
340
1210
810
330
620
950
Nursery



Map 3

ALT. 2

Greenhouses
Orchard
Nursery
1150
340
1210
330
810
620
250


1150
330
620
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950
340
1210
Greenhouses
Orchard
Nursery
3135

Map 3
ALT. 2

STATE OF OREGON

INTEROFFICE MEMO

TO: CRAG BOARD RESOLUTIONS FILE

DATE: January 31, 1978

FROM: TED SPENCE
Policy & Planning Coordinator

SUBJECT: CRAG Board Actions Taken at the CRAG Board Meeting 1-26-78

Attached are the following resolutions approved by the CRAG Board 1-26-78:

1. BD 780107 for the purpose of recommending to the State of Oregon that an improvement project at the Sunset Hwy/Hwy 217 interchange be included as a priority item in the Oregon Department of Transportation's six-year program.

2. Board resolution 780101 for the purpose of amending the adopted Transportation Improvement Program and to place the Gladstone signal and Allen Boulevard jobs in the FY 1978 annual element.

3. Board resolution 780102 for the purpose of amending the adopted Transportation Improvement Porgram to incorporate the 122nd Avenue and 162nd Avenue and Sandy singal projects in the CRAG annual element using state transitional quarter funds.

NOTED
E. S. HUNTER

cc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
L. W. Rulien
MAX KLUTZ

lb

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TECHNICAL SERVICES

FEB 1 '78

REFER TO

FOR

Info	[illegible]	N/C	[illegible]	[illegible]	Act	File

CRAG RESOLUTION

BD 780101

FOR THE PURPOSE OF AMENDING THE ADOPTED TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND ITS ANNUAL ELEMENT.

WHEREAS, two signal projects were approved for Preliminary Engineering (PE) and Construction in the FY 1977 Annual Element of the CRAG Transportation Improvement Program (TIP); and

WHEREAS, PE has been completed and the Federal Highway Administration (FHWA) requires that federal obligations be consistent with those programmed in the TIP; and

WHEREAS, these two signal projects will be entering the Construction phase in FY 1978 and federal obligation is imminent and requires that monies be moved from FY 1977 to the FY 1978 Annual Element of the TIP as follows:

- Gladstone Signal-Move $39,000 (Construction) from FY 1977 to FY 1978. Total costs to remain unchanged.

- Allen Boulevard Signal (at Lombard)-Move $43,000 (Construction) from FY 1977 to FY 1978. Total costs to remain unchanged; and

WHEREAS, the TIP Subcommittee and the Transportation Technical Advisory Committee (TTAC) have reviewed these projects and recommend their inclusion in the FY 1978 Annual Element of the TIP; now therefore be it

RESOLVED, that BD 770902 is amended to include the projects described and that these projects be added to and made an integral part of the TIP and the FY 1978 Annual Element.

ADOPTED by the Board of Directors this 26th day of January, 1978.

By Denton U. Kent
Denton U. Kent, Executive Director

January 24, 1978, Formal Session
Public Comment
John Crockett: Hwy. 217-Hwy. 26 Interchange

MR. JOHN CROCKETT: Mr. Chairman and Members of the Commission, I'm John Crockett, Director of Public Works for Washington County, and I've got to go back tonight and tomorrow and the day after tomorrow and report to at least three different groups that I've been down here exhorting your group to continue consideration of a serious problem, and I'm sure that none of you have realized how many serious problems there are, have you. There are countless ones. But the one that I am speaking of, and I'm sure all of you know, that is the Highway 217 - Sunset - Highway 26 Interchange. Now this is one that involves a community or regional hospital; it involves a State freeway and the end of a second State freeway and a county road that's carrying some excess of 15,000 cars a day on it. It does have a problem but we would like to have you continue to consider it in the program if at all possible. Thank you.

JACKSON: I think we've had everybody on the staff trying to figure out an answer to that situation. It's a miserable deal. I'll assure you we're sure trying to get on top of it. Thank you.

9265

1

January 17, 1978

Mr. Travis Cross, Assistant
Administrator, Community Affairs
St. Vincent Hospital & Medical Center
9205 S.W. Barnes Road
Portland, Oregon 97225

Dear Mr. Cross:

718-J

Our Traffic Engineer, L. E. George, indicated that you contacted him recently concerning pedestrian movement through the Cedar Hills Interchange area.

Based on previous correspondence about a year ago with Mr. George and also, at about the same time, on a request from Representative Ragsdale, we did review several items in the vicinity of the Cedar Hills Interchange, including the movement of pedestrians. I am enclosing our file on this matter along with some color photographs. This material is our only file record and, after you have reviewed the information, please return it to Mr. George, 504-A Transportation Building, Salem, OR 97310.

If, after reviewing the report made by our District Engineer, you have comments or additional information, I will be glad to discuss the matter further.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

Enclosures

bc: H. S. Coulter E. S. Hunter
L. E. George E. L. Hardt

LEG:ds srb

7865 144-47

Salem, Oregon
November 21, 1977

Marlowe Krohn
for

A. D. Olson
Preliminary Design Engineer

Bob Bothman
Metropolitan Engineer
Portland

Proposed Revision
Cedar Hills Interchange
Beaverton-Tigard Highway/
Sunset Highway
Washington County

Enclosed are three copies of a mosaic showing the approximate right of way requirements (outlined in orange) for the proposed project. Access only as indicated.

Would you please furnish a rough estimate for the cost of the 11.3 acres? We would appreciate your reply by November 30th if possible.

If you need additional information, please contact Marlowe Krohn (378-6042).

MK:ab

— 7265

N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
August 24, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Design Engineer

SUBJECT: Cedar Hills Interchange
Sunset Highway @ Beaverton-Tigard Hwy. & Barnes Road
Washington County

Attached is a traffic analysis for the subject interchange. Three alternatives were evaluated. Alternate 1 is the least desirable as level of service "E" could be expected at the signal within less than five years. Alternate 2 is an acceptable interim low cost improvement and can be readily adapted to the Alternate 3 design. Alternate 3 appears to be a long term solution; however, widening of the west end of the Sunset Highway Overcrossing structure is required.

L.E. George
Traffic Engineer

JH:rw
Attachments
cc: R. N. Bothman w/Attachments

1 Versteeg
2 Olson

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AUG 25 1977
ROAD
DESIGN
SECTION

Requires Reply
Requires [illegible]
Receiver [illegible]
Do not File
Return To
Bring Up
Other

OREGON DEPARTMENT OF TRANSPORTATION
Traffic Section
Project Analysis Unit

CEDAR HILLS INTERCHANGE
SUNSET HIGHWAY AT BARNES ROAD

Introduction

Cedar Hills Interchange is located west of Portland in Washington County on the Sunset Highway at Milepoint 69.2. This interchange provides traffic movement between the Sunset Highway, Beaverton-Tigard Highway, Barnes Road and the Cedar Hills Shopping Center.

Map 1 shows the configuration of the existing interchange and 1977 average traffic volumes. Several deficiencies associated with this design are readily identified.

1. Extremely heavy weave on the Sunset Highway between the westbound off and westbound on-ramps.
2. Short weave length on the Beaverton-Tigard Highway between Barnes Road and the connections to the Cedar Hills Shopping Center.
3. The generally confined conditions and high traffic volumes at Barnes Road Intersection make this area hazardous.

Several design alternatives were studied to determine the effects on traffic flow and level of service through this area. One condition considered in the design alternatives was to avoid rebuilding the Sunset Highway overcrossing at the Beaverton-Tigard Highway because of cost. The Beaverton-Tigard Highway under the structure is now four-lane.

Alternate 1

Map 2 shows a design that eliminates the loop on-ramp from the Beaverton-Tigard to the Sunset Highway westbound by providing a left turn through a signal at Barnes Road. This eliminates 1,900 vph in a weave over a length of 850 feet on the Sunset Highway resulting in traffic operation at level of service "E". The 1,210 vph from the Sunset Highway westbound to the Beaverton-Tigard Highway southbound would also intersect at the traffic signal. This design would eliminate any merge and weave between the traffic from Barnes Road to the Cedar Hills Shopping Center and traffic from the Sunset Highway to the Beaverton-Tigard Highway south. Construction of an off-ramp from the Sunset Highway to Barnes Road would eliminate conflicts at Barnes Road/Beaverton-Tigard Highway.

Analysis of this alternate resulted in level of service "D" at the signalized intersection. A higher level of service is impossible due to the long green time required to clear the 1,210 vph from the Sunset off-ramp and the 810 vph from Barnes Road through the intersection. Level of service "E" could be expected at the signal within less than five years. The possibility of traffic backing up on the Sunset off-ramp, creating hazardous conditions, led to studying other alternatives.

Alternate 2

This alternate shown on Map 3 provides the same traffic movements as Alternate 1 except the 1,210 vehicles on the Sunset Highway westbound off-ramp was allowed to free-flow. Analysis of this proposed design shows operating conditions of level of service "B" at the signalized intersections for existing traffic conditions. Further analysis shows this design would allow a 35 to 40 percent increase in traffic before approaching level of service "D".

Alternate 2 does add an additional weave merge problem on the southbound leg of the Beaverton-Tigard Highway which would be eliminated by Alternate 1. By designing the intersection to be moved north into the area presently occupied by greenhouses, the 500 feet required for the merge distance southbound beyond the signal and the minimum distance of 550 feet for the weave can be obtained. Under the existing design, the 1,210 vehicles per hour is in a free-flow lane and the weave occurs in approximately 400-foot distance.

Alternate 3

This alternate provides an additional lane southbound on the Beaverton-Tigard Highway for the ramp traffic through the structure and tapered into two lanes beyond the off-ramp to Cedar Hills Shopping Center. This alternate would require widening the Beaverton-Tigard undercrossing structure on the west side only. This alternate would provide a level of service "B" for existing traffic volumes.

Conclusion

All designs analyzed assume that Barnes Road is improved to a four-lane section as proposed by Washington County. Alternate 2 provides an interim low-cost solution for this interchange for the following reasons:

1. The undesirable weave on the Sunset Highway is eliminated. The westbound on-ramp traffic is placed through a signal which provides safer operating conditions than the present weave conflict.

2. The 1,210 vph southbound to the Beaverton-Tigard Highway remains free-flow, the same as exists today, except the weave length is increased to improve operation.

3. Traffic from the Sunset to Barnes Road is provided for in a free-flow merge condition rather than through the existing stop sign. The conflict with 810 vph from Barnes Road to the Beaverton-Tigard Highway south is eliminated.

4. Alternate 2 would allow a 35 to 40 percent increase in traffic through the signalized intersection before approaching level of service "D". The southbound weave section will allow operating speeds between 35 and 40 miles per hour with existing traffic conditions.

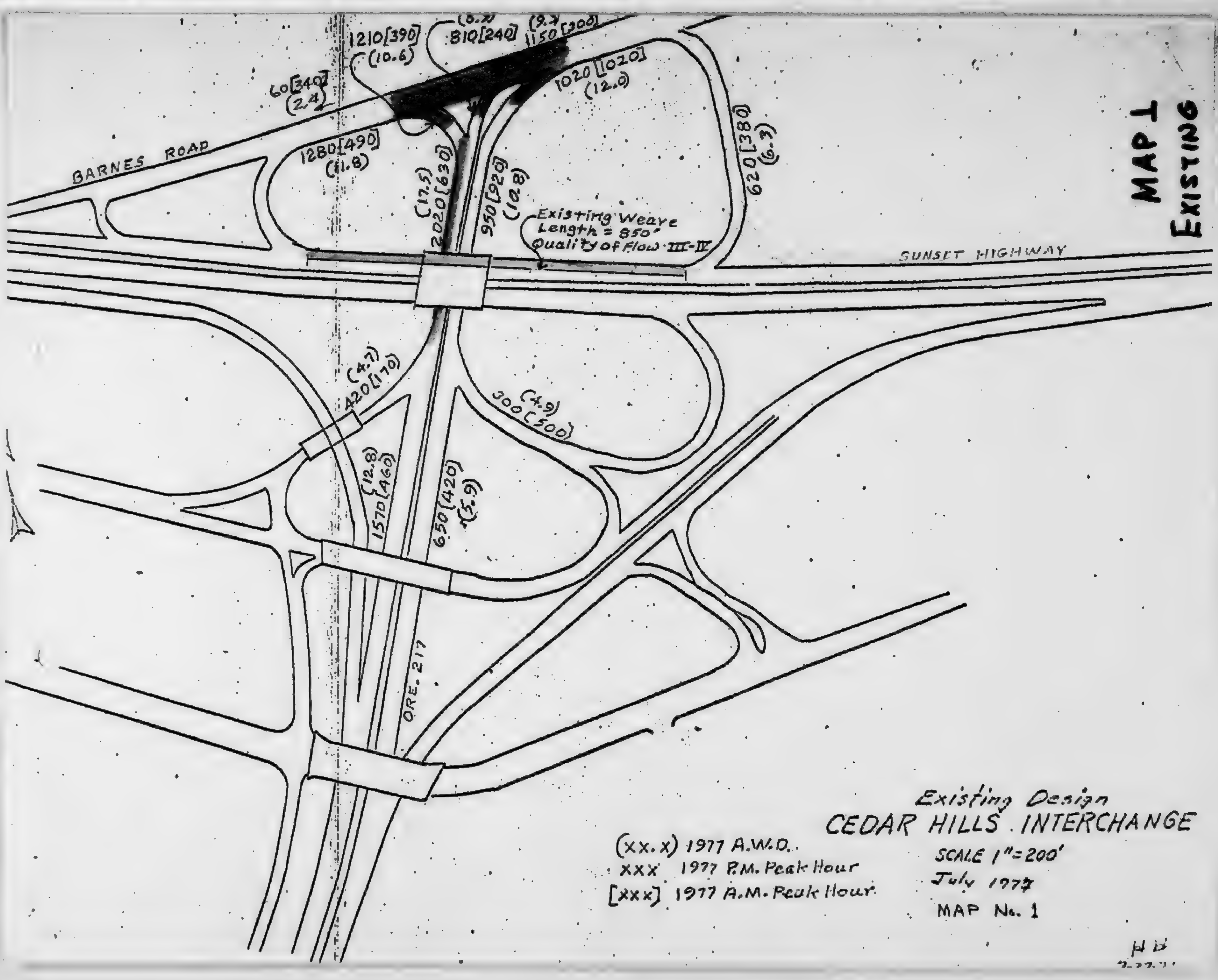
A traffic increase of 30 percent through this area will result in speeds below 35 miles per hour in the weave section with the Alternate 2 design. Based on traffic growth this area has been experiencing, it is possible that a 30 percent increase in traffic will occur in five to six years. Alternate 3 is shown as a solution to increase capacity of the weave section by providing an additional lane southbound. The disadvantage of Alternate 3 is that it requires widening the southbound portion of the Beaverton-Tigard undercrossing structure.

Alternate 2 is easily adapted to Alternate 3 design by continuing the two lanes southbound through the signal and adding a third lane from the on-ramp.

Concern has been expressed for safe movement of pedestrians through this area. Recent counts show 15 to 16 pedestrians a day through this area, although no pedestrians were counted during the peak traffic period. Presently, there are no pedestrian crossings or protection except for a pedestrian sign on the Sunset westbound off-ramp. None of the alternates studied lend themself to what is considered safe pedestrian protection. It is recommended that if the proposed Barnes Road improvement takes place with a bicycle-walkway as planned, special treatment for pedestrians should be considered for this area.

Tom Schwab
8/19/77

MAP 1
EXISTING

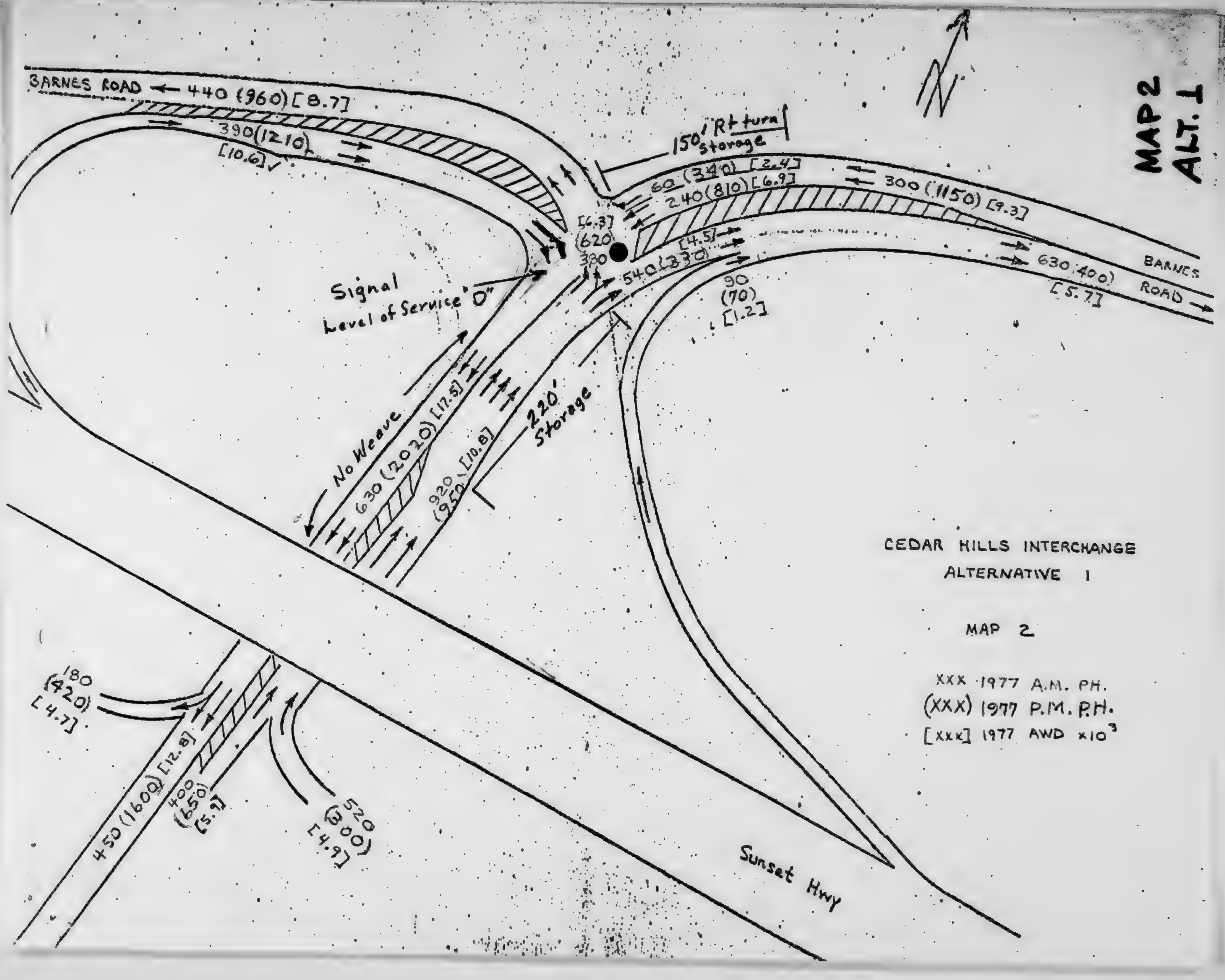

BARNES ROAD
SUNSET HIGHWAY
ORE. 217
60[340]
(2.4)
1210[390]
(10.6)
810[240]
(9.7)
1150[300]
1020[1020]
(12.0)
1280[490]
(11.8)
(17.5)
2020[630]
950[920]
(10.8)
620[380]
(6.3)
Existing Weave
Length = 850'
Quality of Flow III-IV
(4.7)
420[170]
(4.9)
300[500]
(12.8)
1570[460]
650[420]
(5.9)

Existing Design
CEDAR HILLS INTERCHANGE

(XX.X) 1977 A.W.D.
XXX 1977 P.M. Peak Hour
[XXX] 1977 A.M. Peak Hour

SCALE 1" = 200'
July 1977
MAP No. 1

H B

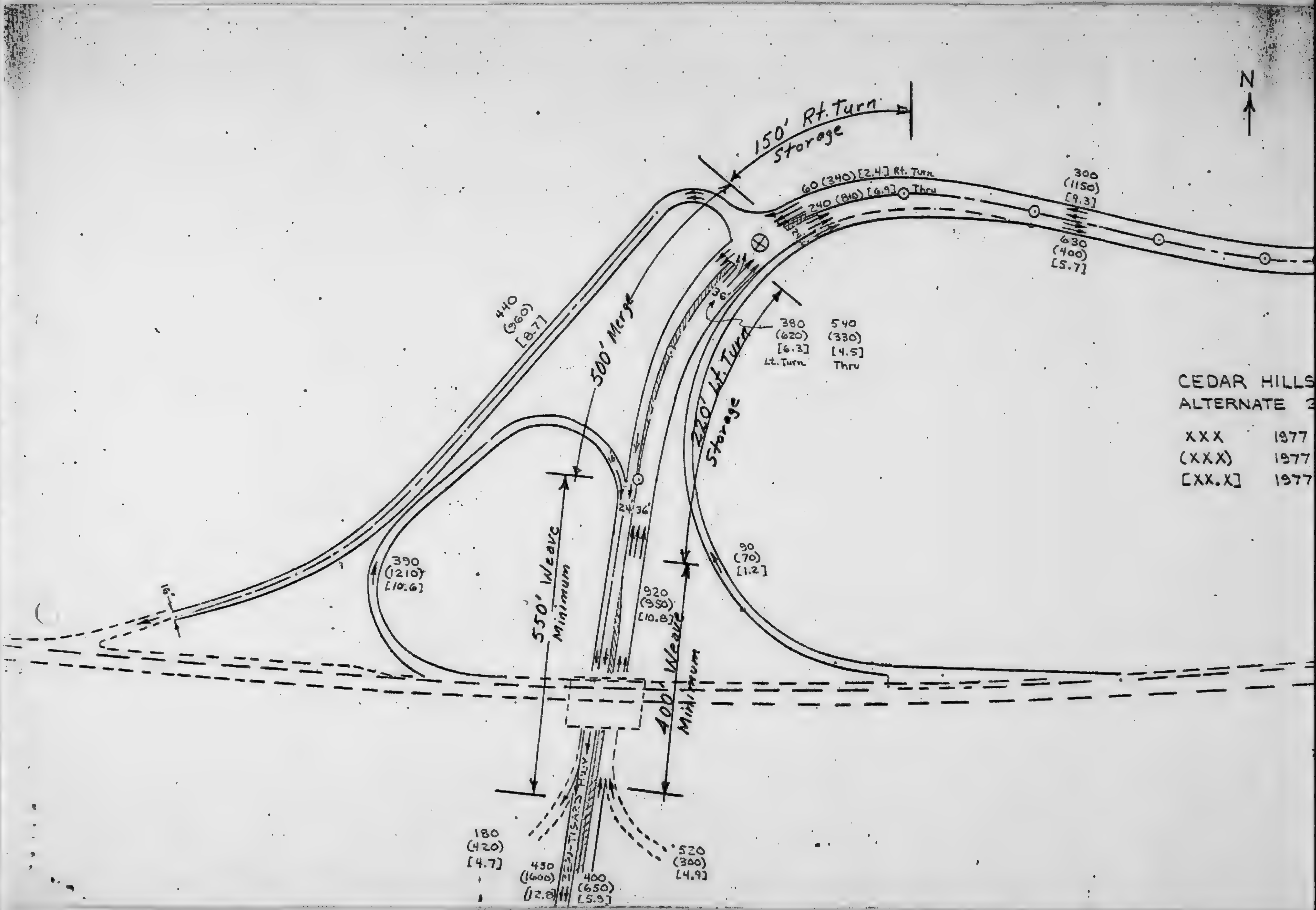

BARNES ROAD ← 440 (960) [8.7]
390 (1210) [10.6]
150' Rt turn storage
60 (340) [2.4]
240 (810) [6.9]
300 (1150) [9.3]
[6.3] (620) 380
[4.5]
540 (330)
630 (400) [5.7]
BARNES ROAD →
90 (70) [1.2]
Signal Level of Service "D"
No Weave
630 (2020) [17.5]
920 (950) [10.8]
220' Storage
180 (420) [4.7]
450 (1600) [12.8]
400 (650) [5.1]
520 (300) [4.9]
Sunset Hwy
N

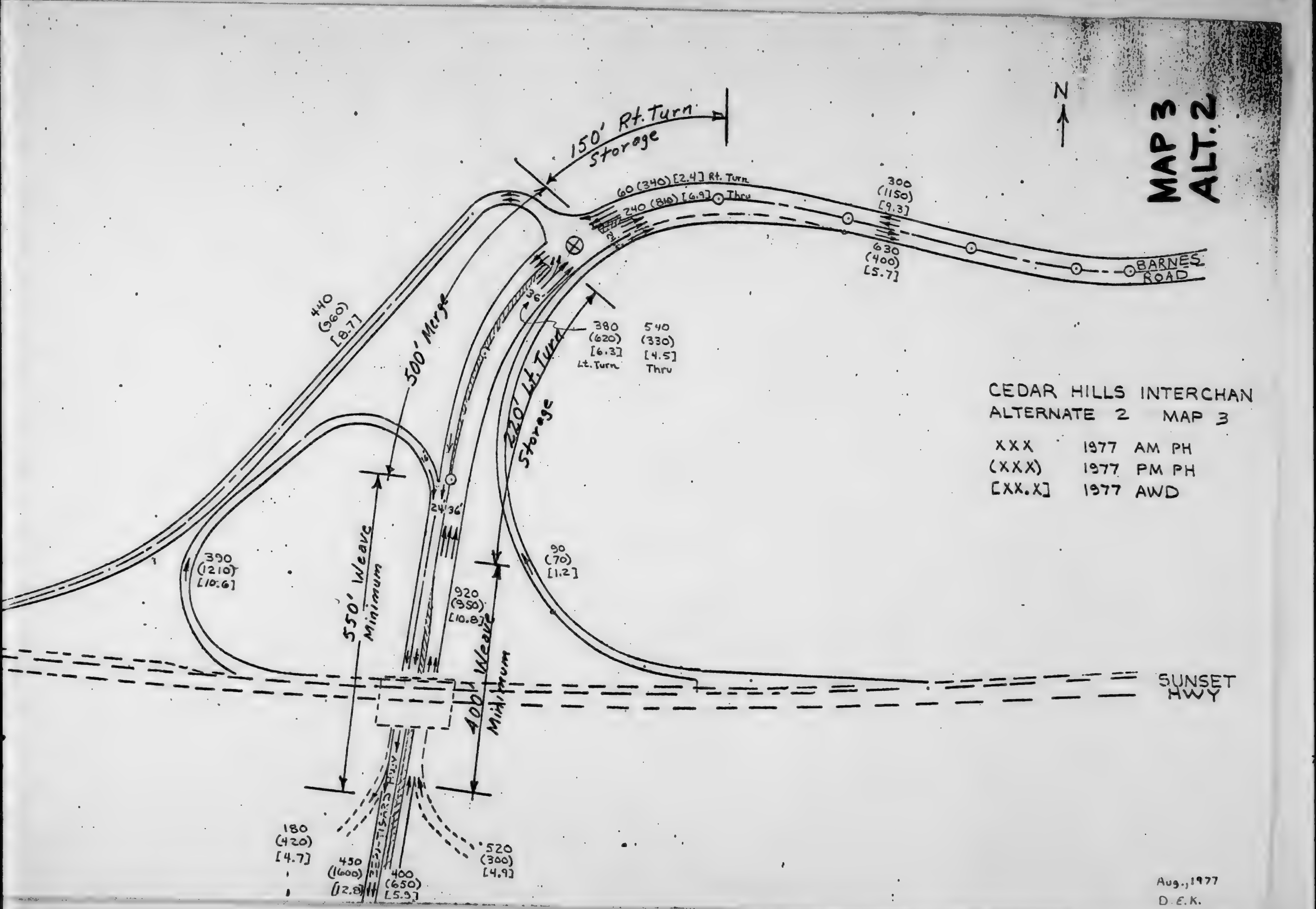
MAP 2
ALT. 1

CEDAR HILLS INTERCHANGE
ALTERNATIVE 1

MAP 2

XXX 1977 A.M. PH.
(XXX) 1977 P.M. P.H.
[XXX] 1977 AWD ×10³


CEDAR HILLS
ALTERNATE 2
XXX 1977
(XXX) 1977
[XX.X] 1977
N
150' Rt. Turn Storage
60 (340) [2.4] Rt. Turn
240 (810) [6.9] Thru
300 (1150) [9.3]
630 (400) [5.7]
380 (620) [6.3] Lt. Turn
540 (330) [4.5] Thru
36'
220' Lt. Turn Storage
440 (960) [8.7]
500' Merge
24' 36'
90 (70) [1.2]
390 (1210) [10.6]
550' Weave Minimum
400' Weave Minimum
920 (950) [10.8]
16'
180 (420) [4.7]
450 (1600) [12.8]
400 (650) [5.9]
520 (300) [4.9]

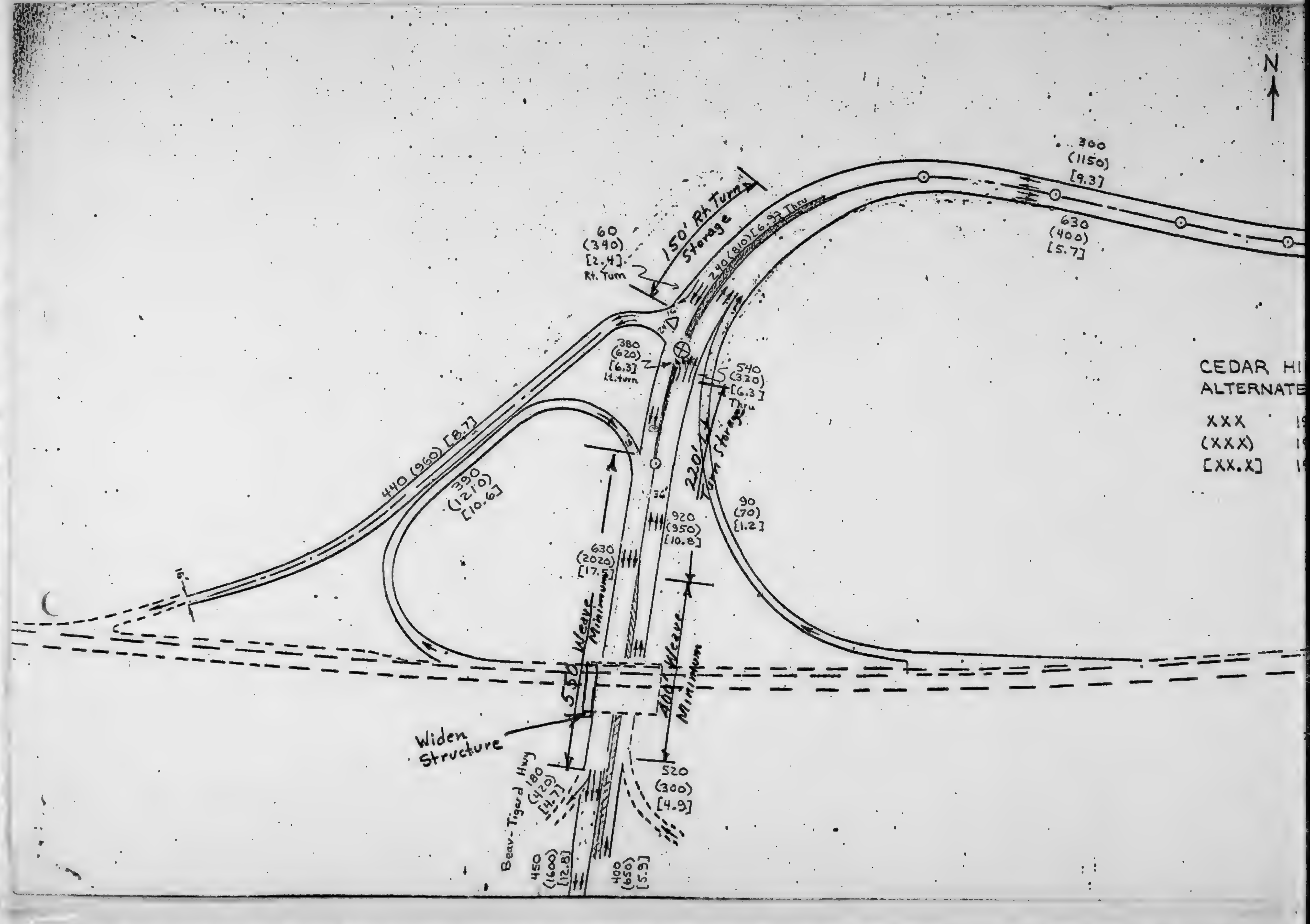


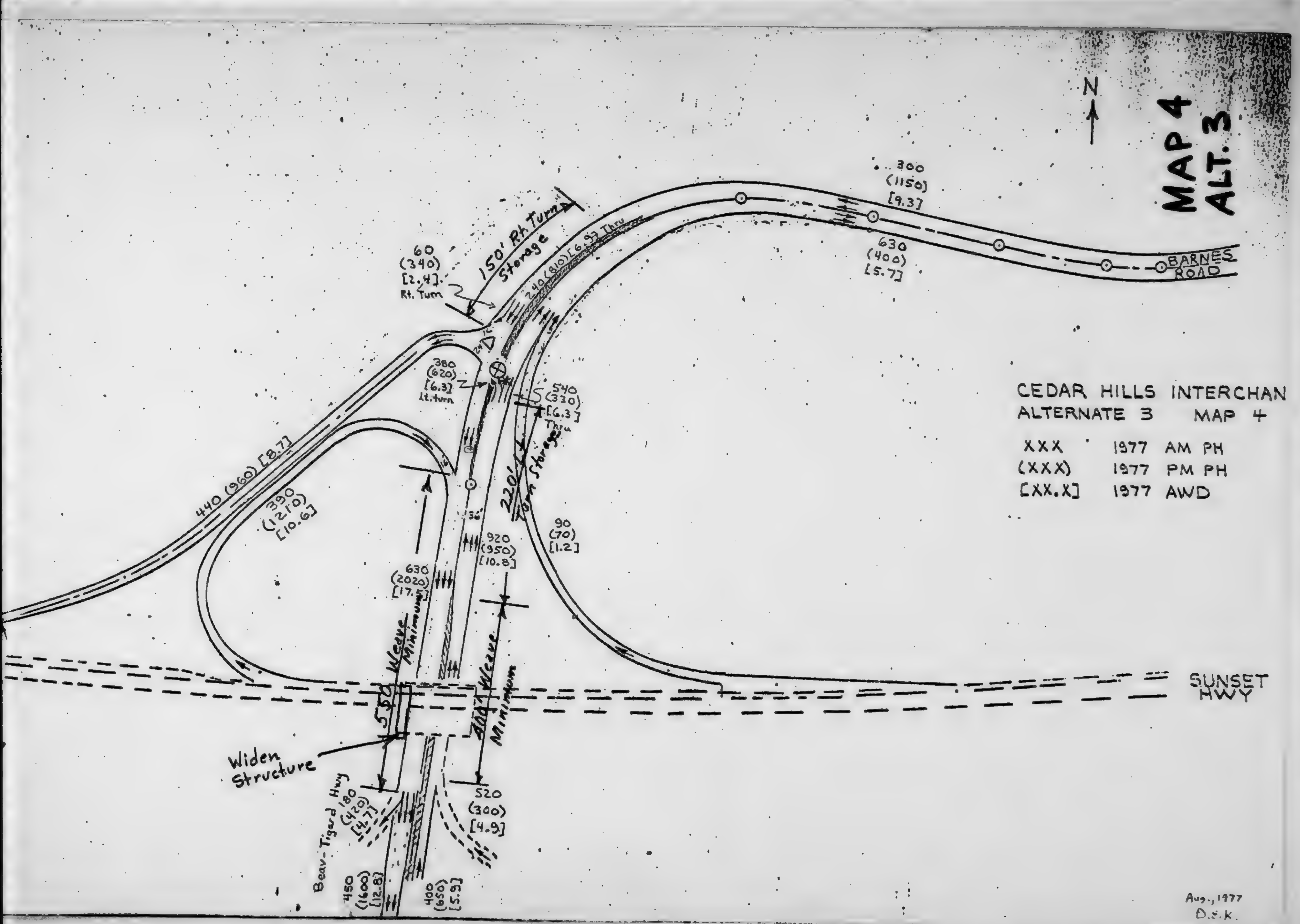
MAP 3
ALT. 2
N
150' Rt. Turn Storage
60 (340) [2.4] Rt. Turn
240 (810) [6.9] Thru
300 (1150) [9.3]
630 (400) [5.7]
BARNES ROAD
440 (960) [8.7]
500' Merge
36'
380 (620) [6.3] Lt. Turn
540 (330) [4.5] Thru
220' Lt. Turn Storage
24' 36'
390 (1210) [10.6]
550' Weave Minimum
920 (950) [10.8]
90 (70) [1.2]
400' Weave Minimum
SUNSET HWY
180 (420) [4.7]
450 (1600) [12.8]
400 (650) [5.9]
520 (300) [4.9]

CEDAR HILLS INTERCHAN
ALTERNATE 2 MAP 3

XXX 1977 AM PH
(XXX) 1977 PM PH
[XX.X] 1977 AWD

Aug., 1977
D. E. K.


CEDAR HI
ALTERNATE
XXX
(XXX)
[XX.X]
N
300
(1150)
[9.3]
630
(400)
[5.7]
150' Rt. Turn Storage
60
(340)
[2.4]
Rt. Turn
240 (810) [6.9] Thru
24'
16'
380
(620)
[6.3]
Lt. turn
540
(330)
[6.3]
Thru
220' Lt. Turn Storage
90
(70)
[1.2]
440 (960) [8.7]
390
(1210)
[10.6]
16'
920
(950)
[10.8]
630
(2020)
[17.5]
550' Weave Minimum
400' Weave Minimum
Widen Structure
Beav.-Tigard Hwy
180
(420)
[4.7]
520
(300)
[4.9]
450
(1600)
[12.8]
400
(650)
[5.9]


MAP 4
ALT. 3
N
CEDAR HILLS INTERCHAN
ALTERNATE 3 MAP 4
XXX 1977 AM PH
(XXX) 1977 PM PH
[XX.X] 1977 AWD
BARNES ROAD
300 (1150) [9.3]
630 (400) [5.7]
150' Rt. Turn Storage
60 (340) [2.4] Rt. Turn
240 (810) [6.9] Thru
12'
24'
380 (620) [6.3] Lt. turn
540 (330) [6.3] Thru
220' Turn Storage
16'
36'
90 (70) [1.2]
920 (950) [10.8]
440 (960) [8.7]
390 (1210) [10.6]
630 (2020) [17.5]
550' Weave Minimum
400' Weave Minimum
SUNSET HWY
Widen Structure
Beav-Tigard Hwy 180 (420) [4.7]
520 (300) [4.9]
450 (1600) [12.8]
400 (650) [5.9]
Aug., 1977
D.S.K.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

August 12, 1977 Telephone 238-8226

RECEIVED
DOT OPERATIONS
AUG 15 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

JOHN CROCKETT
Deputy Director
Department of Public Works
Washington County
Courthouse
Hillsboro, OR 97123

Attention Tom Spear

Please pass along my thanks to all the members of your staff who participated in our meeting on August 11, to review items of common interest between Washington County and the Oregon Department of Transportation.

I will finalize an organization chart showing assigned responsibilities of personnel and send a copy for your use.

CON 21-4
Sunset

Improvement at the Highway 217/Sunset Highway interchange is a difficult task due to unknowns such as the location of future transitway to Washington County and the development of the Petercourt property. I recommend the county attempt to obtain primary highway funds to initiate a low-cost project ($1.5 million) in the next state Six Year Program.

Pla 8
Portland &
Mult. Co

The county will play an active role in determining the corridor for the westside transit alternative. I anticipate the CRAG effort at the systems level will provide us with several corridors to evaluate and carry through the impact statement process to a hearing. If the project is assigned to ODOT, we will work closely with the county to identify and develop alternative corridors. Bob Sandmann has replaced Don Adams; he will be your contact for the transitway project and will keep in direct contact with you about the Sunset corridor.

CON 21-8
[illegible]

The list of projects ODOT staff has identified as critical to our needs on the FAU system is open for discussion. We would be happy to discuss those priorities you may have on the list, or those not on the list. It was developed by our district engineers and identifies the projects we feel should be accomplished to maintain the system. I think it would be appropriate for Washington County to advance projects from that list. We will support those projects and continue to advance them also.

ODOT staff is attempting to speed up the means of programing FAU and e.4. projects. Most of them are in the process of A-95 Review and programing with FHWA and UMTA; two tedious efforts. However,

NOTE
F. B. KLABOE

it is anticipated that all the projects will be out of the pipeline in September (exceptions are 99W/Tigard and TV/185th). METRO staff is now sorting out the means of advancing the projects coming to us from the urban and e.4. pots. We would be happy to discuss this further when we get a handle on our capabilities to determine if the county would prefer to assume additional responsibilities in developing some of the projects. The determination as to how the county desires to assign staff assistance is their choice, but whatever help you can provide would be appreciated, as we attempt to advance needed transportation projects in the region.

Relative to the signal installation on Barnes Road for the hospital, I recommend the county attempt to do that as a low-cost project with county and property owner funds. I do not believe it can be advanced ahead of time as a part of the long-range project.

Ed Hardt would have been at our meeting,representing the maintenance side of our effort in the county, but he was on vacation, as was Bill Geibel the district engineer. I would like to follow up with an additional meeting in this area with Ed and Bill. Obviously there are definite advantages to mutual cooperation in maintenance operations. By copy of this memo, I will ask Ed Hardt to follow this up with you.

In regards to Kreuger Quarry, Max Klotz will work towards pulling together the various efforts to move forward towards joint use of that quarry. I believe we have a common cause and can work out an agreement to exchange materials and maximize both our operations. Max will pull together the needs from Bill Geibel and coordinate the work of Dan Gano. As we discussed, you can assist the effort by working with Multnomah County for the necessary permits.

The coordinated development along state highways and reservation of right-of-way needs to be explored. As recently determined by FHWA, it is legally in order to require developers along a state or federal route to provide right-of-way in accordance with the policies of that arterial. On an arterial such as Hall Boulevard, where planning calls for an additional twenty feet of right-of-way, or whatever, it is necessary that our district engineer be made aware of this requirement as he deals with developers. Probably the best way to initiate this activity is to provide him with a map of your designations on the state highway system and the right-of-way requirements on those various facilities. With that we can provide the same information as you do. Also, it would be a good idea to sit down with the appropriate people and Bill Geibel to discuss road approach permits, setbacks, and other requirements in order that both our requirements are met and we present a uniform front to a developer. Perhaps when you finish the map it would be appropriate to contact Bill directly and set up this communication. In the meantime, I will discuss the effort with Ed Hardt.

I don't propose any kind of regular monthly meetings, but I hope that when either jurisdiction accumulates a couple of items of discussion, we can call another meeting of our joint staffs and provide the opportunity for an exchange of ideas, problems, issues, etc. With a major workload coming up in project development, we should get together in another month. I will contact you to accomplish that.

Again, I wish to thank you for setting up the meeting. I believe it was beneficial and I appreciate the opportunity to talk to all members of the Washington County staff. I invite any member of your staff to contact any member of my staff at any time.

Bob

ROBERT N. BOTHMAN
Administrator

ebg

cc: F. B. Klaboe
E. L. Hardt
W. W. Geibel

9865 47

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 2, 1977

FILE:

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILE

SUBJECT: Cedar Hills Interchange
(Hwy. 217 at Sunset Hwy)
Sunset Highway
Washington County

Attached is a mosiac with a revised interchange configuration on the north side designed to handle the traffic on the attached schematic.

This is being reviewed by John Hank's people to determine whether this will be adequate for projected traffic by lengthening the structure on the Sunset Highway to provide added lanes under that facility. Their concern is the distance provided for weaving between the southbound traffic from westbound on the Sunset and the offramp into the shopping center area. Also under study is the distance between the ramp terminal for the westbound onramp to the Sunset and the merge point or connecting point of the westbound to southbound ramp.

It may be necessary to elongate the loop in the northwest quadrant to get added weave distance and also to move the onramp terminal further east along the relocated Barnes Road.

Rough estimate of construction as shown would be $800,000-$1,000,000 not including right-of-way. The next stage would require lengthening or replacing the Sunset structure with traffic handling problems, etc. No study has been made of what these costs might be.

ADO:az
Attachment
cc: R. N. Bothman
E. L. Hardt

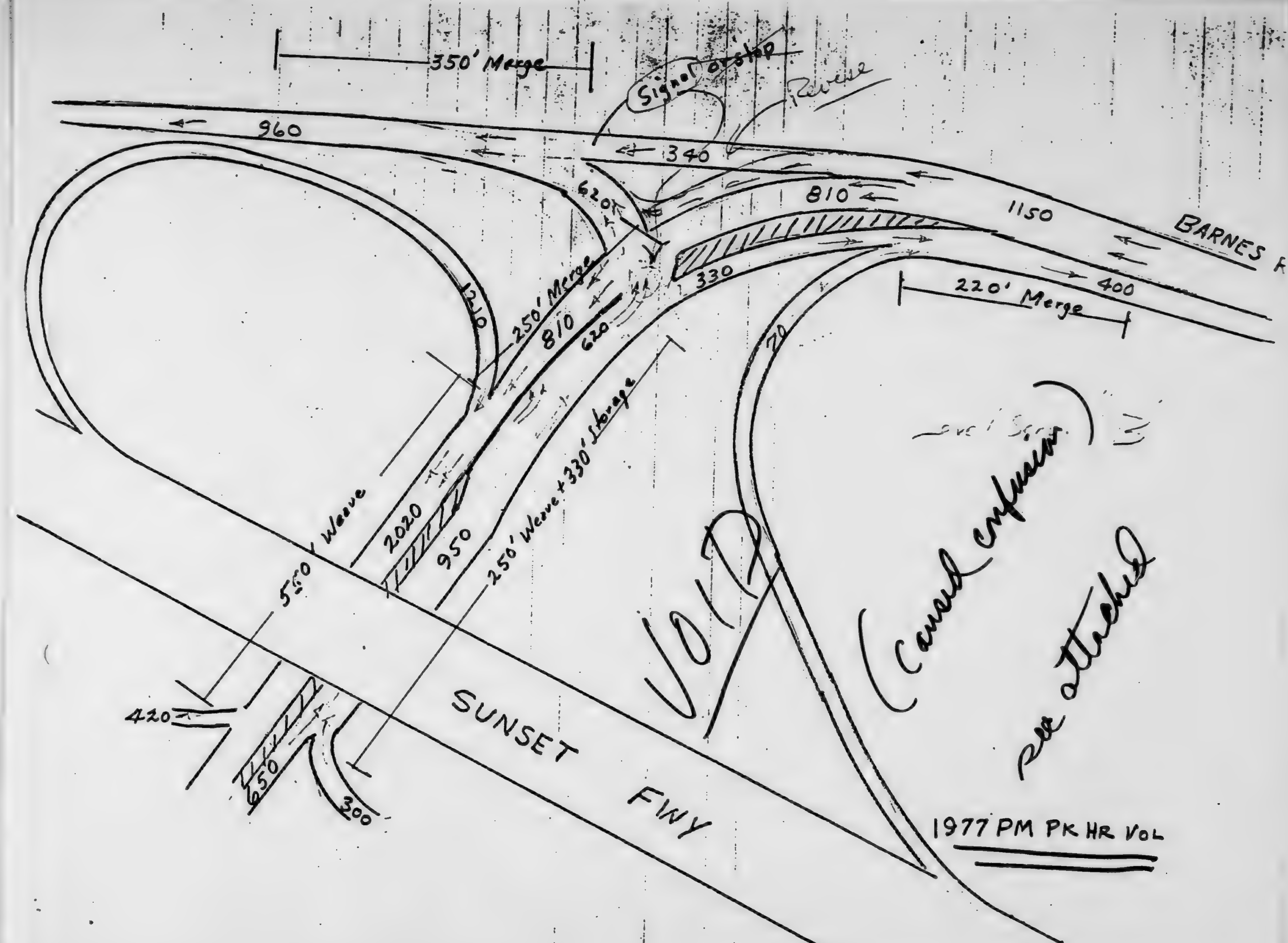
/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
[illegible]

RECEIVED
AUG 0 3 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

full size mosaics sent to cc's.

ADO.

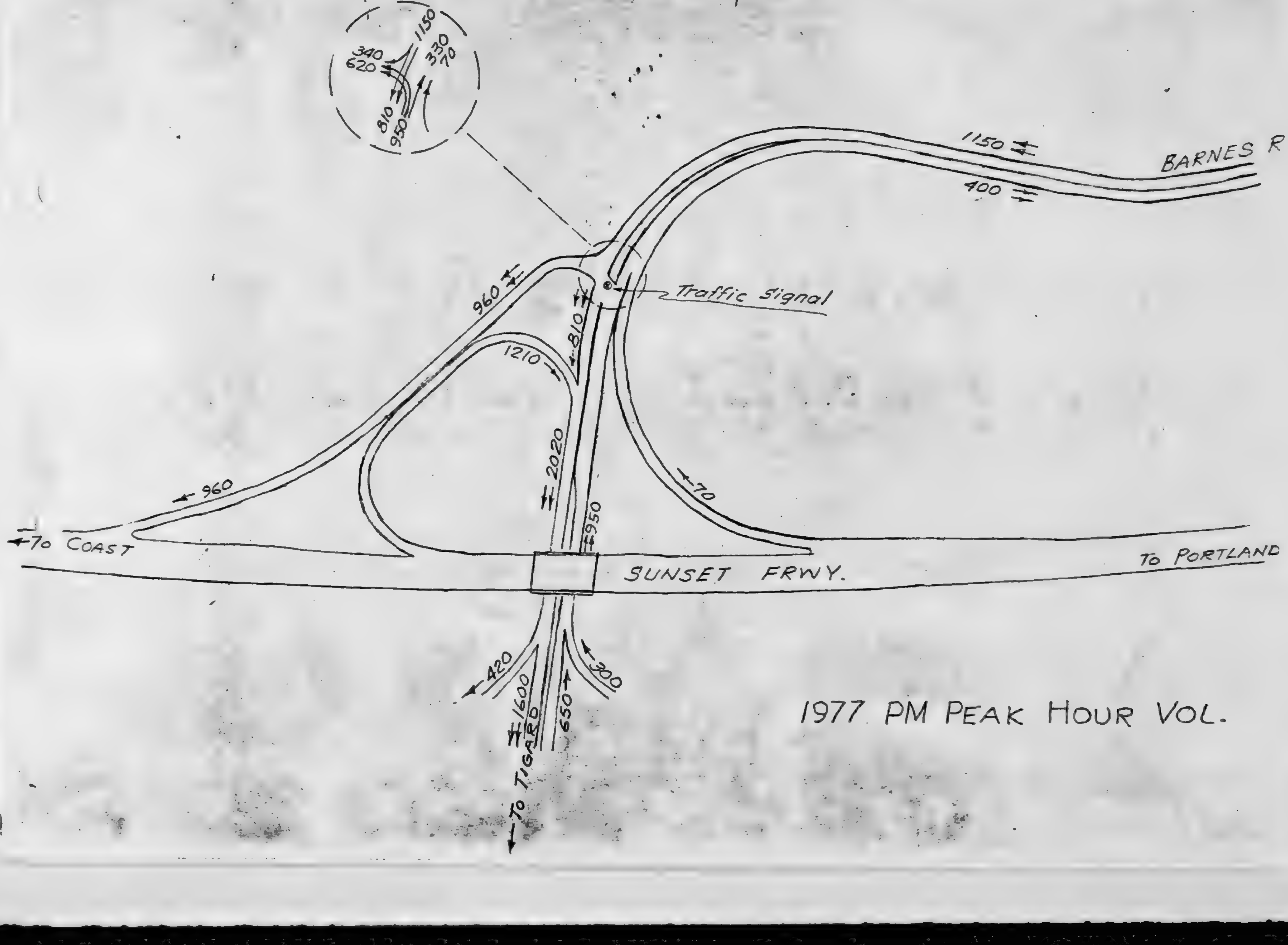

350' Merge
Signal or stop
Reverse
960
340
620
810
1150
BARNES R
330
400
220' Merge
1210
250' Merge
810
620
70
2020
950
550' Weave
250' Weave + 330' Storage
420
650
300
SUNSET
FWY

VOID

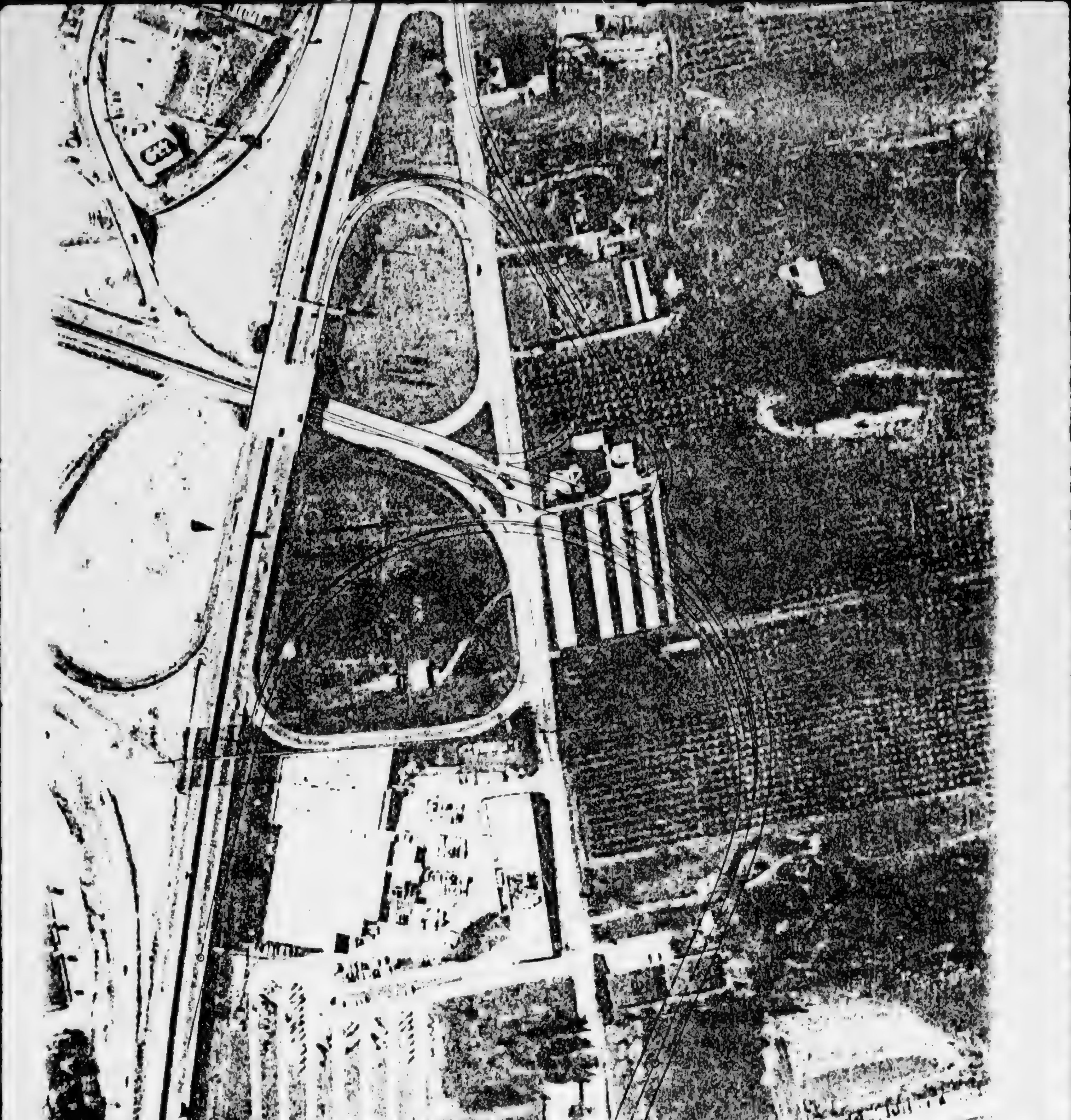
(caused confusion)

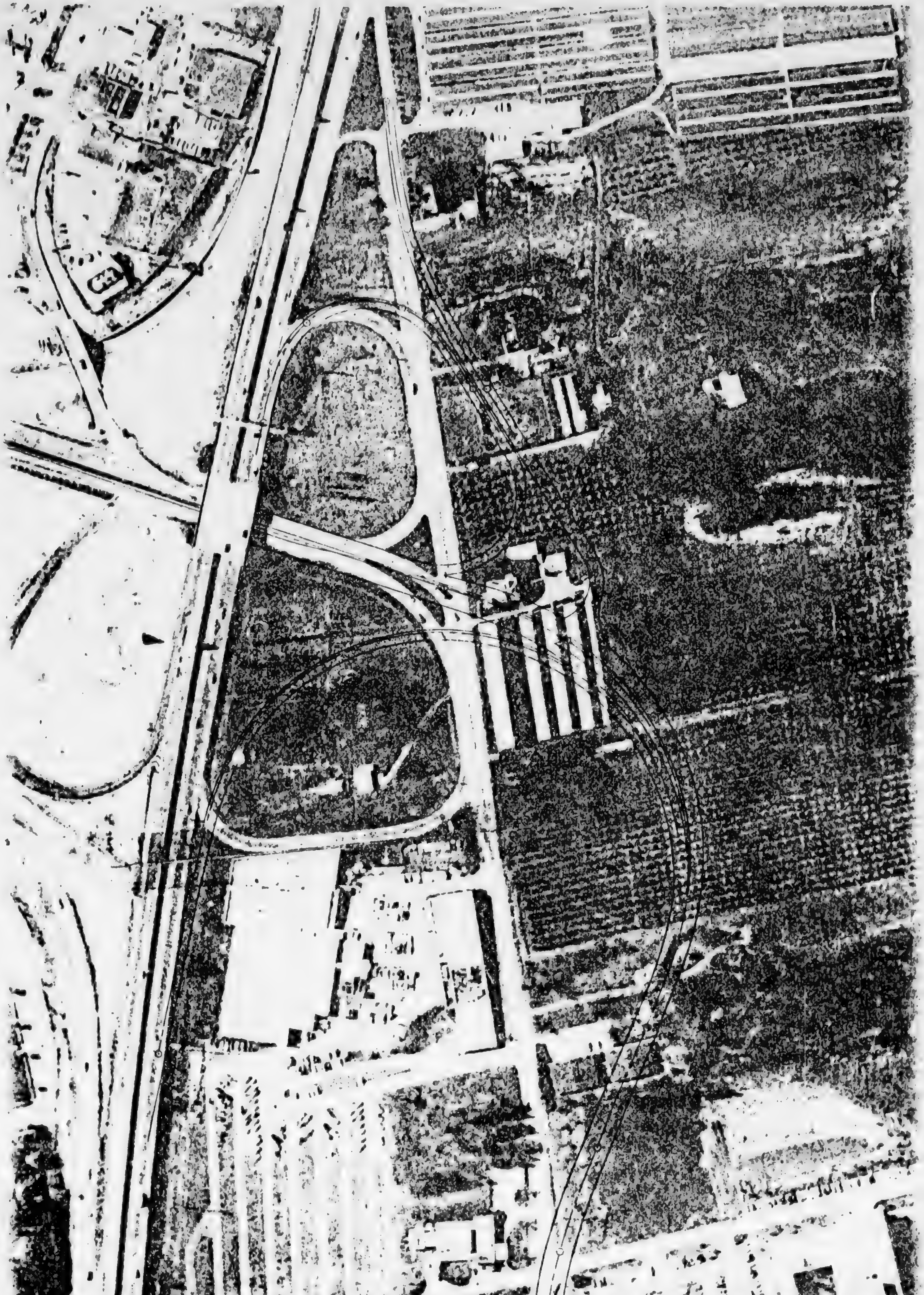
see attached

1977 PM PK HR VOL


1150
330
70
340
620
810
950
1150
400
BARNES RD
960
Traffic signal
810
1210
2020
960
950
70
To COAST
SUNSET FRWY.
To PORTLAND
420
1600
650
300
To TIGARD

1977 PM PEAK HOUR VOL.





986 144

STATE OF OREGON

INTEROFFICE MEMO

TO: K. D. LIMBOCKER
Region Design Engineer

DATE: June ~~23~~, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Sunset Highway/Highway 217
interchange improvement

Tom Spear and Mike Borresen of Washington County ask for an estimate of cost for a low-cost improvement to improve the Sunset Highway/Highway 217 interchange. I understand an effort is underway in Salem. I would appreciate it if you would follow this through to develop a cost estimate for a low-capital type improvement.

A similar request was made for an improvement at 185th and the Tualatin Valley Highway. I had earlier anticipated an interchange, but was informed an at-grade interchange which would provide for left-turn movements on both 185th and the Tualatin Valley Highway is considered. Will you please develop a cost estimate for a low-capital improvement for this location.

ebg

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
E. L. Hardt

6-29-77 attachment

Request for traffic data from Metro was apparently misplaced last month. Will have in about two weeks & will design & estimate minimum plan then.
Dek

Copy to Bothman

PROJECT MANAGEMENT
JUN 27 '77
REFER TO
FOR
Info Investigate R/D Action File Letter See me

1 Versteeg
2 Olson Dek
3 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
JUN 27 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

81-125-1387

Commissioner Buchanan then moved and it was seconded by Councilman Bentley to move the Burnside Road project from Category IV to Category III.

Mayor Goldschmidt then moved and Mr. Hudsick seconded to amend the amendment by stating that any portion of East Burnside Road which falls inside of the East Multnomah County boundary be from the East Multnomah County designated reserve funds for the second and third year.

A roll call vote was taken with Chairman Kirkpatrick, Commissioner Buchanan, Councilman Bentley, Mr. Pokornowski and Commissioner Kearney voting no; and Mayor Goldschmidt, Commissioner Duris, Commissioner Larkins, Mr. Hudsick, and Mr. Burton voting yes. The amendment passed with 25 yes and 15 no.

Mayor Goldschmidt then moved, seconded by Commissioner Buchanan, to table the main motion on the East Burnside project until the July meeting when staff would present a more detailed report. The motion passed.

Tom Spear of the Washington County staff stated that Washington County would like the Highway 99 project approved in the Category V TSM Reserve.

Mayor Goldschmidt then moved to put the item on the July Agenda with the understanding that the kind of information the Board needs will be provided at that time. It was seconded by Commissioner Duris. The motion carried.

Mayor Goldschmidt moved the state be requested to provide reconnaissance information for both a low cost, immediate improvement option at Sunset and Highway 217 and a full interchange design as an integral part of the Sunset corridor study and report back to the Board. The motion passed.

VII. BD 770508 - FOR THE PURPOSE OF ESTABLISHING PROCEDURES AND A PROCESS TO FUND TSM RESERVE PROJECTS

At the April Board meeting, staff was directed to prepare procedures to be used in prioritizing monies for TSM Category V projects. These are projects throughout the area exclusive of Portland and East Multnomah County.

Councilman Bentley moved to adopt BD 770508 and direct the staff to prepare a process for evaluating projects within the East Multnomah County reserve account area for the Board's consideration. The motion was seconded by Mayor Goldschmidt and passed by unanimous voice vote.

9965

t

STATE OF OREGON **INTEROFFICE MEMO**

TO: K. D. LIMBOCKER
Region Design Engineer

DATE: June 23, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

NOTED
E. S. HUNTER

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ebg

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
E. L. Hardt

attachment

RECEIVED
STATE HWY ENGR
JUN 27 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 9721

Telephone 238-8226

RECEIVED
DOT OPERATIONS
APR 15 '77
REFER TO
FOR
Info | Investigate | R/D | J/R | Sign | Act | File

April 14, 1977

REPRESENTATIVE TOM MARSH
12060 Southwest Butner Road
Portland, OR 97225

Robert Burco asked that I advise you of the current status of activities relative to the interchange of Highway 217 and the Sunset Highway.

After the Highway Division designed and built the southerly half of the interchange, plans were advanced for the northerly half. Lack of funding, plus lack of finalization of plans for development north of the Sunset Highway, has precluded moving forward with construction. During this time, the St. Vincent Hospital was built on Barnes Road, increasing the need to address the traffic congestion.

The Sunset Transitway project was initiated eighteen months ago. The alternatives proposed included high-occupancy-vehicle lanes, a busway, and a light-rail line extending from the transit mall in downtown Portland to the Highway 217 interchange. Activity on the Sunset Transitway project ran headlong into environmental problems (noise and air). Findings were that the rubber-tire alternatives indicated excessive impacts to the corridor, and the steel-wheel alternative with a rail line extending only to the interchange could not be justified. It was found that a transit system for Washington County would have to be developed before the Sunset Transitway. That activity is now underway at the Columbia Region Association of Governments (CRAG), on an accelerated basis.

The interchange has been identified by Washington County as their No. 1 priority highway improvement. The Oregon Department of Transportation also recognizes the need for an improvement. However, with the likelihood that a transit facility would either center on or pass through this interchange, and with pending development, it is difficult to design a facility at this time.

We actually have four other projects underway on Highway 217. These include, from north to south, the Allen Avenue Interchange which has been taken to a hearing and is scheduled for construction in 1978; the Denny Road Interchange scheduled for construction early this summer which provides for a full interchange; the Progress Interchange ramp which will provide a ramp southbound on Highway 217 to Scholls Ferry Road has preliminary engineering underway and is scheduled for construction in 1978; and the Southwest 72nd Avenue Interchange has been approved for funding from the Mt. Hood Freeway transfer monies anticipating authorization from the federal government to initiate work about May 15, 1977, but will take a year to develop for a hearing and possible construction in 1979.

Several other highway and transportation facilities are in various stages of planning, design, and construction in Washington County. I would be happy to meet with you at any time and review the Oregon Department of Transportation's activities in Washington County, or to answer any questions you might have on projects or existing facilities.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: R. A. Burco
[redacted]

9865

GENERAL FILES

February 8, 1977

Mr. Craig Henry
Administrative Assistant to
  Representative Mike Ragsdale
H-371 State Capitol
Salem, OR   97310

718-J

Dear Craig:

In response to your memo, I'm attaching a copy of our field investigation about the pedestrian traffic near the Cedar Hills Interchange. As pointed out in this report, the pedestrians now using this route seem to be adapting as well as can be expected to the situation. We will continue to monitor the area. We are reluctant to place a crosswalk at a location that could give the pedestrian a false sense of security.

The off-ramp from Highway 217 to the Scholls Ferry Road is currently on the CRAG Transportation Improvement Program, anticipating the use of Fiscal Year 1978 funds. The field engineering work is being done under the direction of the Metropolitan Section office in Portland. Between 12 and 18 months' development time is anticipated including some minimal right-of-way acquisition. If everything falls into place and no unanticipated difficulties are encountered in bringing the project through to a contract, contracting for the improvement might occur late Spring of 1978.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

Enc.

bc R. A. Burco
  F. B. Klaboe
  E. S. Hunter
  R. L. Schroeder
  R. N. Bothman
  Walt Hart
  W. W. Geibel
  K. P. Hamilton
  L. E. George

HOME ADDRESS
MIKE RAGSDALE
14250 SW ROCHESTER DRIVE
BEAVERTON, OREGON 97005

WASHINGTON COUNTY
DISTRICT 6

REPUBLICAN FLOOR LEADER

COMMITTEES
MEMBER:
INTERGOVERNMENTAL AFFAIRS
TRANSPORTATION

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

February 4, 1977

Memo

To: Scott Coulter, State Highway Engineer

From: Craig Henry

Last week I met with you regarding two highway projects in the Sunset Corridor. Regarding the pedestrian problem at St. Vincents Hospital, you indicated you would have your personnel review the interchange with an eye towards making pedestrian traffic safer between St. Vincents and the Cedar Hills Shopping Center. I am wondering if you've heard from your people.

The second topic was the proposed off-ramp from Beaverton-Tigard to Scholls Ferry Road, bypassing Washington Square. You indicated that a field survey had not yet been done and you could not project a date for construction to commence. I'm wondering when you will be able to tell me when construction can begin.

The week of February 7-11 will be a very hectic time for me, and I'll be hard to reach by phone. I would appreciate it very much if you would just send me a short memo.

Yours very truly,

Craig Henry

Craig Henry

CH/j

RECEIVED
STATE HWY ENGR
FEB 8 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Sylvan, OR 97221
February 2, 1977

FILE:

FROM: W. W. Geibel
DISTRICT ENGINEER - 2A

TO: Scott Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Cedar Hills Interchange
Sunset Hwy./Beaverton-Tigard Hwy.
Pedestrian Movements

At your request I have looked into the matter of pedestrian movements between the Barnes Road-St. Vincent's Hospital area and the south side of the subject interchange.

Attached is a sketch that indicates the general route that we improved a few years ago to facilitate pedestrian traffic through the interchange. Our section crew paved portions of the route marked in red that did not have sidewalks. Also attached are pictures of the areas between the Sunset Highway structure and Barnes Road intersection. These pictures show the area that is most critical for pedestrian movement, the crossing of the off-ramp from Sunset Highway to southbound 217. A pedestrian warning sign was placed at the same time we made the walkway improvements. The sight distance for this crossing is very good.

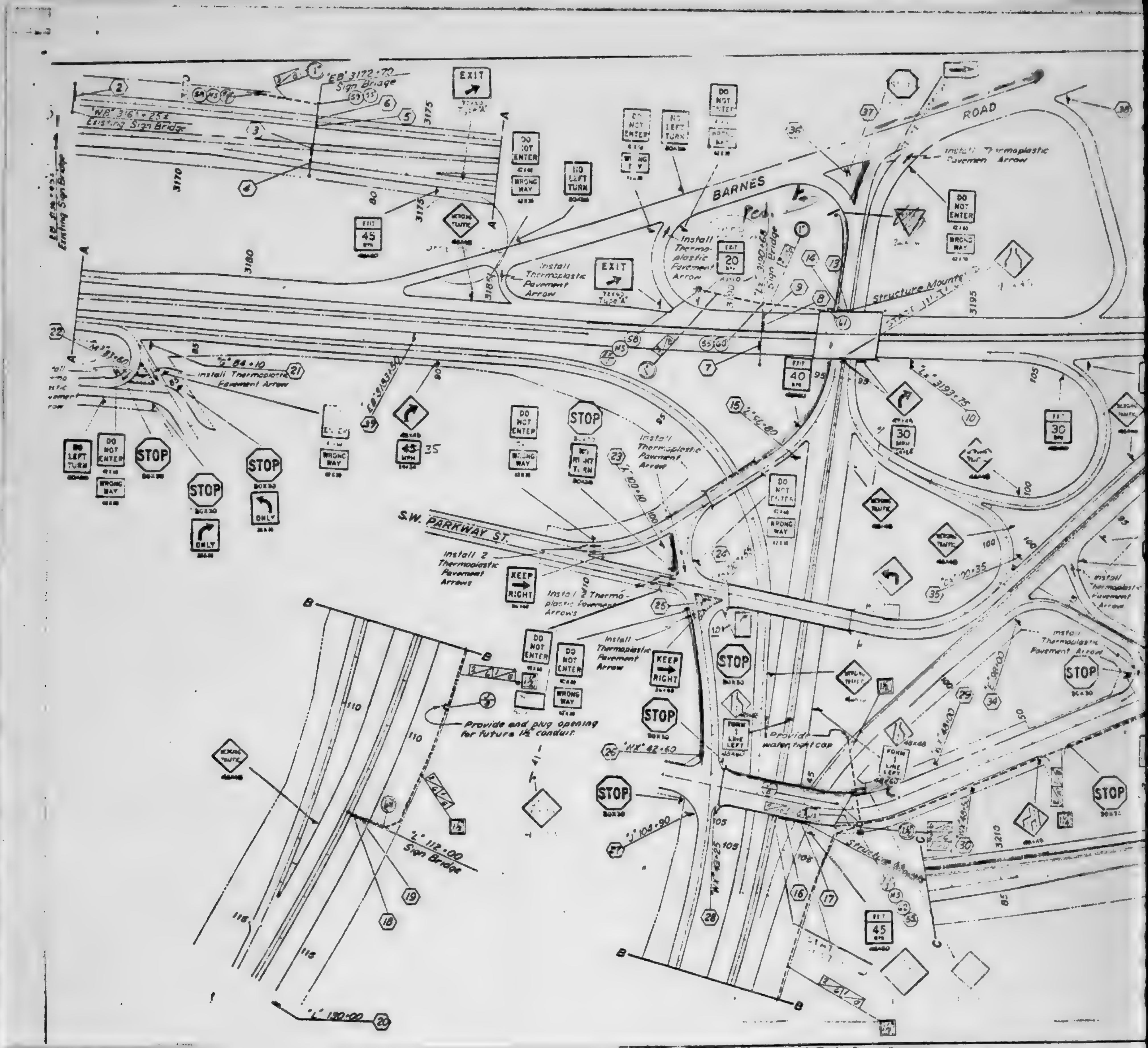
Since this work was done we have not received any complaints and we do notice occasional pedestrian traffic. A pedestrian count will be made in this area to determine if crosswalk warrants are met. I am reluctant, however, to place a crosswalk since I feel this is one area that a crosswalk would present a false sense of security for the pedestrian. The pedestrians now using this route are very cautious and seem to be adapting to the situation. Unless the pedestrian count proves a need for an upgraded facility I would recommend that we not make any changes at this time.

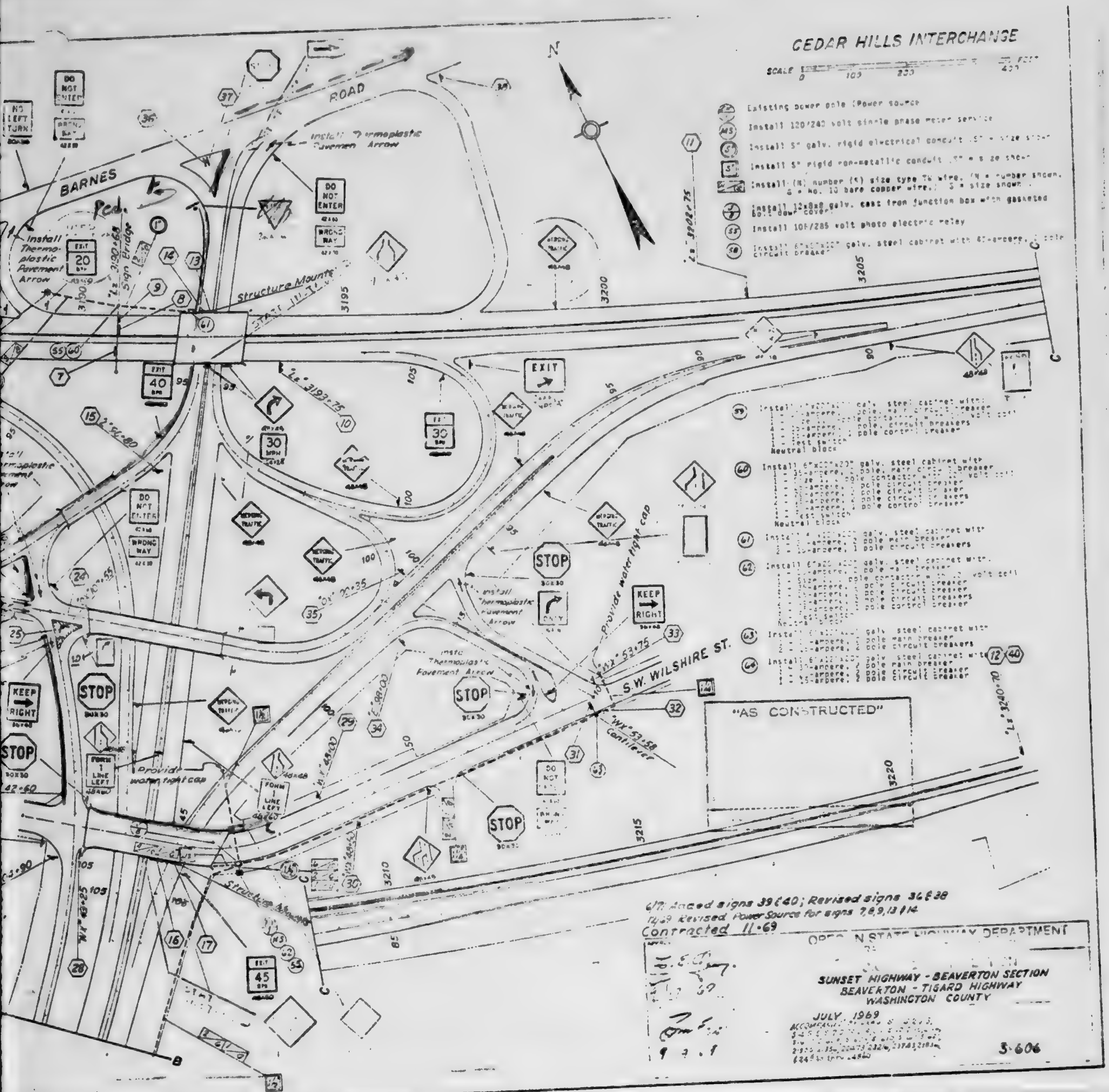
In discussing this matter with the Washington County Traffic Engineer, I was advised that the County has plans for upgrading Barnes Road including the addition of a pedestrian/bikeway facility. If this occurs there will undoubtedly be more bicycle/pedestrian traffic generated and a need for a special structure will be increased.

WWG/rjg

cc-- R. N. Bothman
Walt Hart
Ron Failmezger
L. E. George

RECEIVED
STATE HWY ENGR
FEB 4 '77
REFER TO
FOR
Info Inves R/D D/R Sgn Act File


"EB" 3172+70 Sign Bridge
"WB" 3161+25± Existing Sign Bridge
"EB" 3169+25± Existing Sign Bridge
EXIT Type "A"
DO NOT ENTER
WRONG WAY
NO LEFT TURN
EXIT 45 MPH
WRONG TRAFFIC
BARNES
ROAD
Install Thermoplastic Pavement Arrow
EXIT 20 MPH
"Lz" 3190+64 Sign Bridge
Structure Mounted
EXIT 40 MPH
30 MPH
EXIT 30 MPH
STOP
45 MPH
NO RIGHT TURN
ONLY
NO LEFT TURN
S.W. PARKWAY ST.
Install 2 Thermoplastic Pavement Arrows
KEEP RIGHT
Install 2 Thermoplastic Pavement Arrows
Provide and plug opening for future 1½" conduit.
Provide water tight cap
FORM 1 LANE LEFT
"L" 112+00 Sign Bridge
"L" 130+00
"J" 104+90
"HX" 42+60
"G" 84+10
3170
3175
3180
3185
3190
3195
3210
85
90
95
100
105
110
115
A
B
C


CEDAR HILLS INTERCHANGE
SCALE 0 100 200 400 FEET
N
Existing power pole (Power source
Install 120/240 volt single phase meter service
Install 5" galv. rigid electrical conduit (5" = size shown
Install 5" rigid non-metallic conduit (5" = size shown
Install (N) number (5) size type TW wire. (N = number shown, G = No. 10 bare copper wire.) 5 = size shown.
Install 12x8x8 galv. cast iron junction box with gasketed bolt down cover.
Install 105/285 volt photo electric relay
BARNES
ROAD
S.W. WILSHIRE ST.
"AS CONSTRUCTED"
Structure Mount
Sign Bridge
Install Thermoplastic Pavement Arrow
Provide water tight cap
Cantilever
DO NOT ENTER
WRONG WAY
NO LEFT TURN
EXIT 20 MPH
EXIT 30 MPH
EXIT 40 MPH
EXIT 45 MPH
30 MPH
EXIT
STOP
KEEP RIGHT
FORM 1 LINE LEFT
"Lc" 3193+75
"Lc" 3202+75
"Lc" 3240+70
"WX" 53+75
"WX" 53+58
3190
3195
3200
3205
3210
3215
3220
85
90
95
100
105
50
45
12 40

6/71 Added signs 39 & 40; Revised signs 36 & 38
7/69 Revised Power Source for signs 7, 8, 9, 13 & 14
Contracted 11-69

OREGON STATE HIGHWAY DEPARTMENT

SUNSET HIGHWAY - BEAVERTON SECTION
BEAVERTON - TIGARD HIGHWAY
WASHINGTON COUNTY

JULY, 1969

3-606

LOOKING NORTH

Coming from Cedar Hills Shopping Center.

LOOKING NORTH

Approaching southbound on-ramp to ORE 217 from the Sunset.Island paved about two years ago.

LOOKING NORTH

Eastbound stop on Barnes Rd. Safest location to cross Barnes Road.

?

LOOKING WEST

Westbound off-ramp from Suns
approaching pedestrian area

LOOKING EAST

Note pedestrian warning sign

6

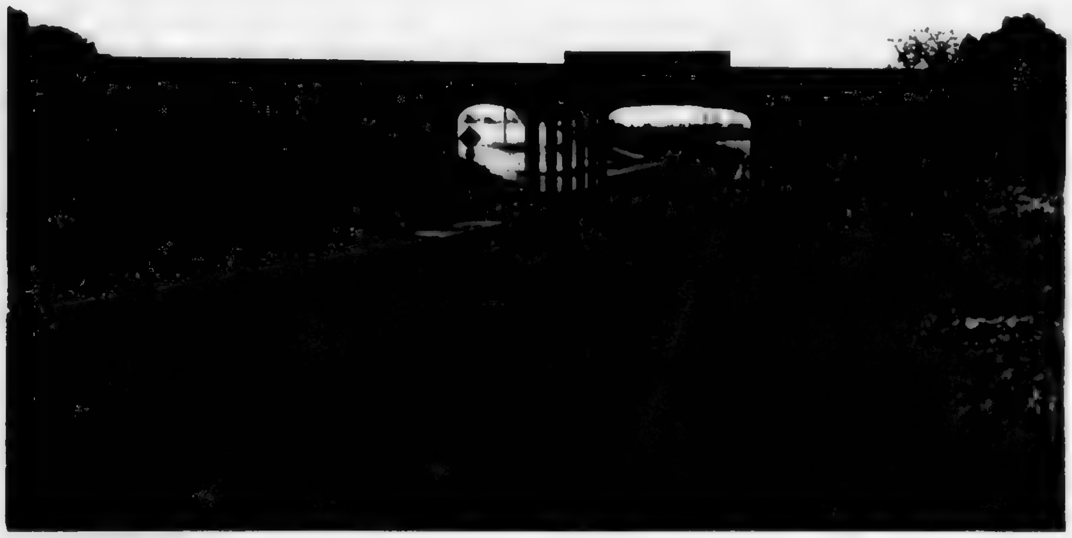
LOOKING EAST

LOOKING EAST on Barnes Road

Safest route to St. Vincent's
Hospital, Techtronix, etc.

LOOKING SOUTHEAST

Same crossing as picture #2
from direction of traffic



Cedar Hills
Shopping Ctr →

LOOKING SOUTH on ORE 217

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 21, 1977

TO MEMO TO FILE

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT State Vehicle Speed on I-5 North of Salem

On this date I was contacted by telephone by Mr. Craig Henry of Representative Mike Ragsdale's office concerning two State vehicles which he and Representative Ragsdale observed speeding on I-5 north of Salem.

It was determined from the license plate numbers given to me by Mr. Henry that these were not State Highway vehicles but were from the Portland Motor Pool, Portland State University.

In the course of our conversation, Mr. Henry indicated he intended to visit the Highway Division to discuss with us the Sunset Corridor Project, and the Scholls Ferry and Barnes Road Interchanges with ORE217.

I suggested to Mr. Henry that if it were agreeable to him, we could make the first discussion one of a general nature and determine explicit questions, then provide detailed answers at a later date. Mr. Henry concurred in this arrangement.

RLS:ab
cc R. N. Bothman
W. J. Hart

9865

t

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

June 4, 1976

RECEIVED
DOT OPERATIONS
JUN 3 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

BM
6-15 6-21

F. B. Klaboe
Chief of Operations
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

In response to your letter of June 1, 1976 to Chairman Virginia Dagg, Washington County Board of Commissioners, I would like to make the following comments and clarification:

Tracer
Con 21-6
Bea J. Lit

1. The transfer of Mt. Hood Freeway funds to other uses in the metropolitan region has been authorized by the U.S. Department of Transportation.
2. These transfer funds are to be utilized within the metropolitan urban area, and as you state, the distribution will be cleared through CRAG.
3. The State of Oregon has many facilities within this area that are, and will be eligible for expenditure of these funds.
4. This interchange referred to between Highway 217-Barnes Road-Sunset Highway was one of the high priorities for utilization of bond fund monies.
5. It was the intent that bond fund monies be used as local match possibility for funding such a project with the newly available or soon to be available transfer funds.
6. The intended request of the Washington County Board of Commissioners was that your Highway Division be the sponsoring agent for this project, applying to utilize transfer funds.
7. Further, it would be requested that a review be initiated to utilize these transfer funds for other designated bond fund projects using only the bond fund monies for the local match and thereby spreading the use of the bond fund monies to a much greater extent and also giving the state and the region better capability to match and utilize the transfer funds.

I hope this will serve to clarify the request previously made to you.

Further, I appeared at the six year program hearing on behalf of Washington County and made the request that this specific project be included for consideration in this six year program. As I understand the public hearing process, this would be possible.

I stand ready to assist in any manner that we might from the standpoint of Washington County or staff.

Very truly yours,

John F. Crockett
Acting Director of Public Works

JFC:js

cc: Ed Hardt, Regional Engineer
County Administrative Officer
Members, Board of County Commissioners

June 1, 1976

The Honorable Virginia Dagg, Chairman
Washington County Board of Commissioners
Administration Building - 150 N. First Avenue
Hillsboro, Oregon 97123

Dear Chairman Dagg:

This is in response to your request, on behalf of Washington County, that the Oregon State Highway Division provide funding for the construction of the interchange of Highway 217 and Highway 26.

The Highway Division has recently prioritized its activities in conjunction with the Six-Year Construction Program, extending from July 1976 to June 1982. Major projects have been included in Washington County, including construction of the Allen Avenue interchange and the Denney Road interchange, and a number of smaller projects.

Funding under existing programs available to the Highway Division will not accommodate the project you have requested. However, may I suggest an avenue for possible funding for it? The allocation of monies transferred from the Mt. Hood Freeway is the responsibility of the local jurisdictions, through the Columbia Region Association of Governments.

I appreciate your consideration of the highway facilities in Washington County and stand ready to assist you in any way possible.

Very truly yours,

F. B. Klaboe
Chief of Operations

bc: H. S. Coulter
E. S. Hunter
R. N. Bothman
E. L. Hardt

RNB:ebg srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 17, 1976

FILE: LOC 17

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: REQUEST FOR COMPLETION OF HIGHWAY 217 INTERCHANGE WITH SUNSET HIGHWAY

TO: R. N. BOTHMAN
Metropolitan Engineer

I have attached a copy of a May 10 letter from the chairman of the Washington County Board of Commissioners. This is in the form of a request for the Highway Division to initiate funding for the completion of the interchange of Highway 217 and the Sunset Highway. I have been asked by Mr. Coulter to prepare a rough draft answer.

I am referring Scott's request to you, since the question of this interchange is tied up in the studies for a busway on the Sunset Highway. I think you mentioned to me the other day that planning for this interchange, as far as the busway project, is in-again out-again; also, I suppose there would be connection between this project and the transfer of the Mt. Hood Freeway monies and you are more familiar with that than I am.

As far as we are concerned, we did a study a couple of years ago for a partial solution for the problem, which Bob Ewen is very familiar with. At the time he didn't feel it was worth the money, and I'm sure his opinion hasn't changed. We have done nothing on the project lately. When it was up for bond consideration, we made a rough cost estimate and it came out at about 10 million dollars for a complete rebuild of the interchange. As I recall, it fell off the top CRAG projects for bond funding with the hope that it could be funded under the busway program.

I would appreciate it if you would draft a response for Scott's consideration.

ELH/cr
Attachments
cc H. S. Coulter

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123
(503) 648-8681

ROOM 418

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

May 10, 1976

Mr. F. B. Klaboe
Administrator & State Highway Engineer
Oregon State Department of Transportation
140 Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The Washington County Board of Commissioners feels that you are well aware of all the background information that might be given you relative to the Interchange of Highway 217 and Highway 26 (Sunset Highway).

This, as you know, in the original deliberations for using state bond monies was rated as the #1 priority in the region. However, because there actually was insufficient funds to do the entire project, it was physically replaced in favor of projects that could be funded within the limits of the available dollars.

It is, therefore, requested on behalf of Washington County, that the State initiate necessary application for funding this project. It will coincide with the proposed improvements to Barnes Road northeasterly past the St. Vincents Hospital and the Park & Ride Transit Station being proposed as an element of the Transitway on the Sunset Highway.

Thank you for your cooperation in this and other projects that we are involved in within the region and Washington County. If we can be of further assistance or can furnish any additional information in anyway, do not hesitate to call upon this office.

Yours very truly,

Virginia Dagg

Virginia Dagg, Chairman
Washington County
Board of Commissioners

VD:js

cc: Ed Hardt, Region I Engineer
Jon Rose, Federal Aid Engineer
CRAG

RECEIVED
STATE HWY ENGR
MAY 13 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					/	

April 16, 1976

Mr. Travis Cross
Assistant Administrator, Community Affairs
St. Vincent Hospital and Medical Center
9205 S.W. Barnes Road
Portland, OR 97225

718-J

Dear Travis:

Thank you for your critique of the problems getting to St. Vincent Hospital brought about by the present design of the Cedar Hills Interchange on US26.

We are presently studying possible design changes in the area and I am therefore sending your memorandum to our Design Section to aid in their redesign work. I would have to concur with you that the present interchange can be very confusing to the motorist. It should be recognized, however, that when this interchange was designed and constructed there was practically no development in the area.

Thank you again for your comments. I hope our present signing to the Hospital proves to be adequate.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
R. L. Schroeder
L. E. George
J. H. Versteeg
E. L. Hardt

RLS:ab dpy

st. vincent
hospital
and
medical center

9205 s.w. barnes road, portland, oregon 97225, (503) 297-4411

March 19, 1976

Mr. Fred Klaboe
Department of Transportation
Highway Building
State Capitol Mall
Salem, Oregon 97301

Dear Fred:

Again, our thanks for the improved signing for St. Vincent Hospital and Medical Center, traffic for which will be increased about July 1 with the occupying of new physicians' offices.

I am enclosing a memorandum which might be helpful in the planning of the new interchange between 217 and 26. It is presently one of the most confusing to describe you can imagine, with Barnes Road running on both sides of Sunset Highway and a few other oddities. I hope the perspective is helpful.

Sincerely,

Travis

Travis Cross
Assistant Administrator
Community Affairs

TC:nm
Enclosure

RECEIVED
STATE HWY ENGR
MAR 22 '76
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
MAR 23 1976
Office of
Assistant State Highway Engineer

Analyze & advise me

NOTED
R. L. SCHROEDER

Operated by Sisters of Providence

PRIVATE MEMORANDUM

To: Fred Klaboe, Department of Transportation

From: Travis Cross, Assistant Administrator, St. Vincent Hospital and Medical Center

Re: Interchange at 217 and 26 located between St. Vincent Hospital and Cedar Hills Shopping Center

---

The Problem: Emergency Room brings drivers who are in a near-panic state. Emergency Room may serve 50 patients in an eight-hour shift. Other drivers in frantic circumstances are those coming to or leaving the hospital for visitation with friends or relatives who have died or are near death. Thus the state of mind is occupied to say the least. Additionally, there are 1400 employes, more than 200 physicians on active staff, another 200 courtesy or associate, as many as 415 bed patients, and several hundred outpatients daily. By July 1 a new physicians' office building will open for another 25 doctors, creating additional traffic.

The shift change for St. Vincent and the end of the school day for Catlin Gabel coincide, with the latter's outpouring of busses and other vehicular traffic onto Barnes Road.

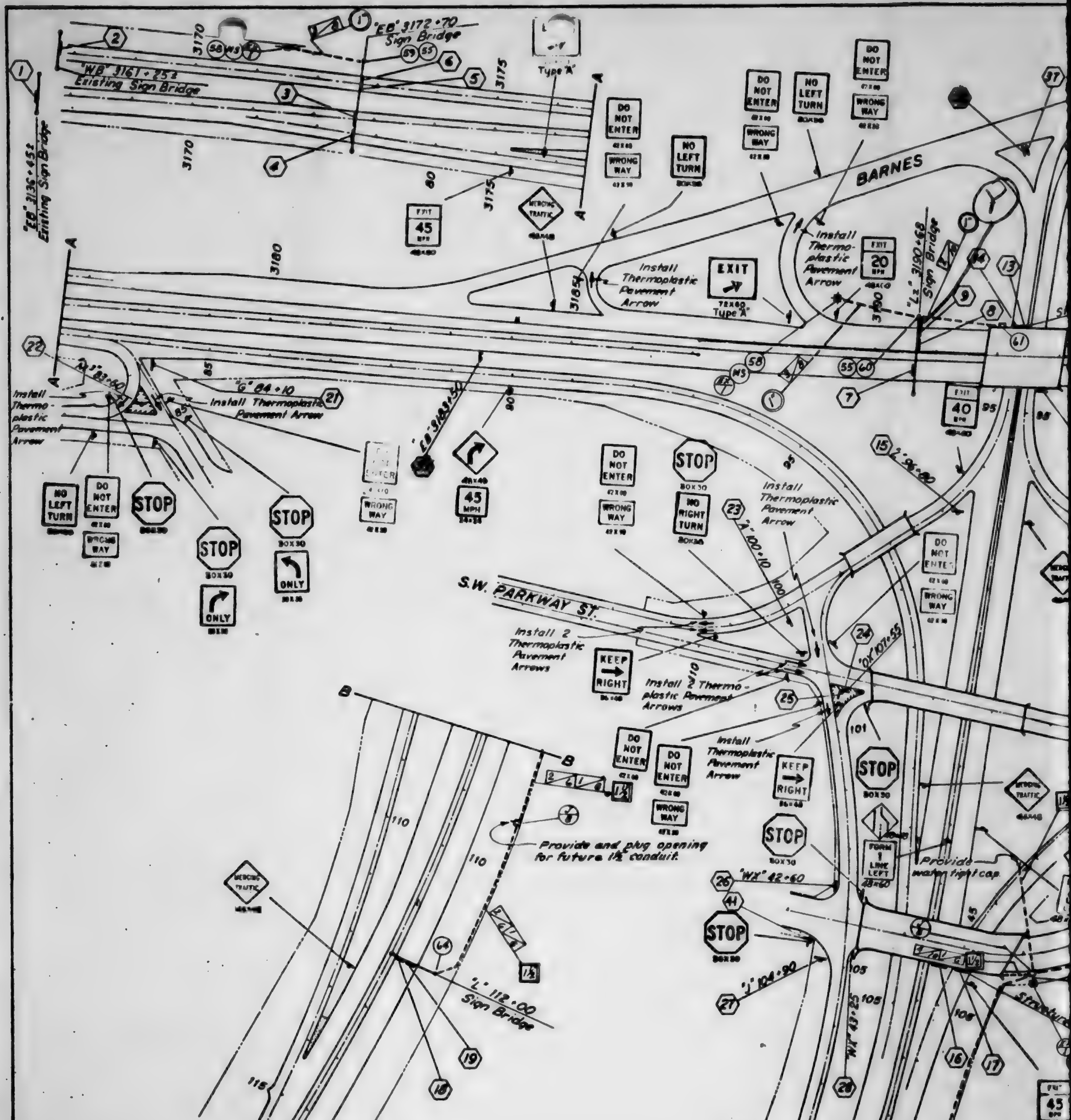
Signing Pecularities: Going west on 26 one does not wish to take the Barnes Road turnoff, even though the hospital is at 9205 S.W. Barnes Road. Taking the Barnes turnoff would put you at Marika's restaurant and a mile beyond the hospital.

Going north on Cedar Hills Boulevard, one does not wish to take the Barnes Road exit or one would end up on the south side of Sunset Highway (26), and thus across the highway from the hospital.

Going north on 217 there is but one sign--easily missed if someone is in the lane parallel with you--to indicate that one does not want to go right, which is where the hospital is visible, but take the Tillamook-Astoria sign, which common sense would tell you would take you west away from the hospital which is clearly visible to the east and north.

Going east on 26 one does take the Barnes Road turnoff. (It is to be noted one does not take the Cedar Hills turnoff when going north on 217.)

Walkway Need: Hospital visitors and employes are frustrated by the fact that a shopping center exists within sight across Sunset and yet cannot be walked to because the sidewalk exists for only half the distance. Lamplighter Motel, for instance, accommodates many families of patients, and many would walk the three blocks (thus saving parking, pollution, etc.). Denny's restaurant would relieve the heavily taxed hospital dining facilities, perhaps, if walking could be accommodated. Employes would not drive in such numbers to the shopping center for cleaning, drugstore, bank, etc., thus reducing the traffic. Only slight configurations and cost could provide the walkway--the half-way situation leaves a first-time user stranded.


"EB" 3136+45± Existing Sign Bridge
"WB" 3161+25± Existing Sign Bridge
"EB" 3172+70 Sign Bridge
3170
3175
3180
3185
3190
Type "A"
A
EXIT 45 MPH
MERGING TRAFFIC
DO NOT ENTER
WRONG WAY
NO LEFT TURN
BARNES
Install Thermoplastic Pavement Arrow
EXIT
72X60 Type "A"
Install Thermo-plastic Pavement Arrow
EXIT 20 MPH
"Lz" 3190+68 Sign Bridge
"G" 84+10
"EB" 3183+50
Install Thermo-plastic Pavement Arrow
Install Thermoplastic Pavement Arrow
STOP
30X30
ONLY
45 MPH
NO RIGHT TURN
EXIT 40 MPH
"Z" 96+80
"A" 100+10
"OX" 107+55
S.W. PARKWAY ST.
Install 2 Thermoplastic Pavement Arrows
KEEP RIGHT
Install 2 Thermo-plastic Pavement Arrows
Install Thermoplastic Pavement Arrow
Provide and plug opening for future 1½" conduit.
FORM 1 LINE LEFT
48x60
Provide water tight cap.
"WX" 42+60
"WX" 43+25
"J" 104+90
"L" 112+00 Sign Bridge
"L" 130+00
Structure
B
85
90
95
98
100
101
105
108
110
115
45
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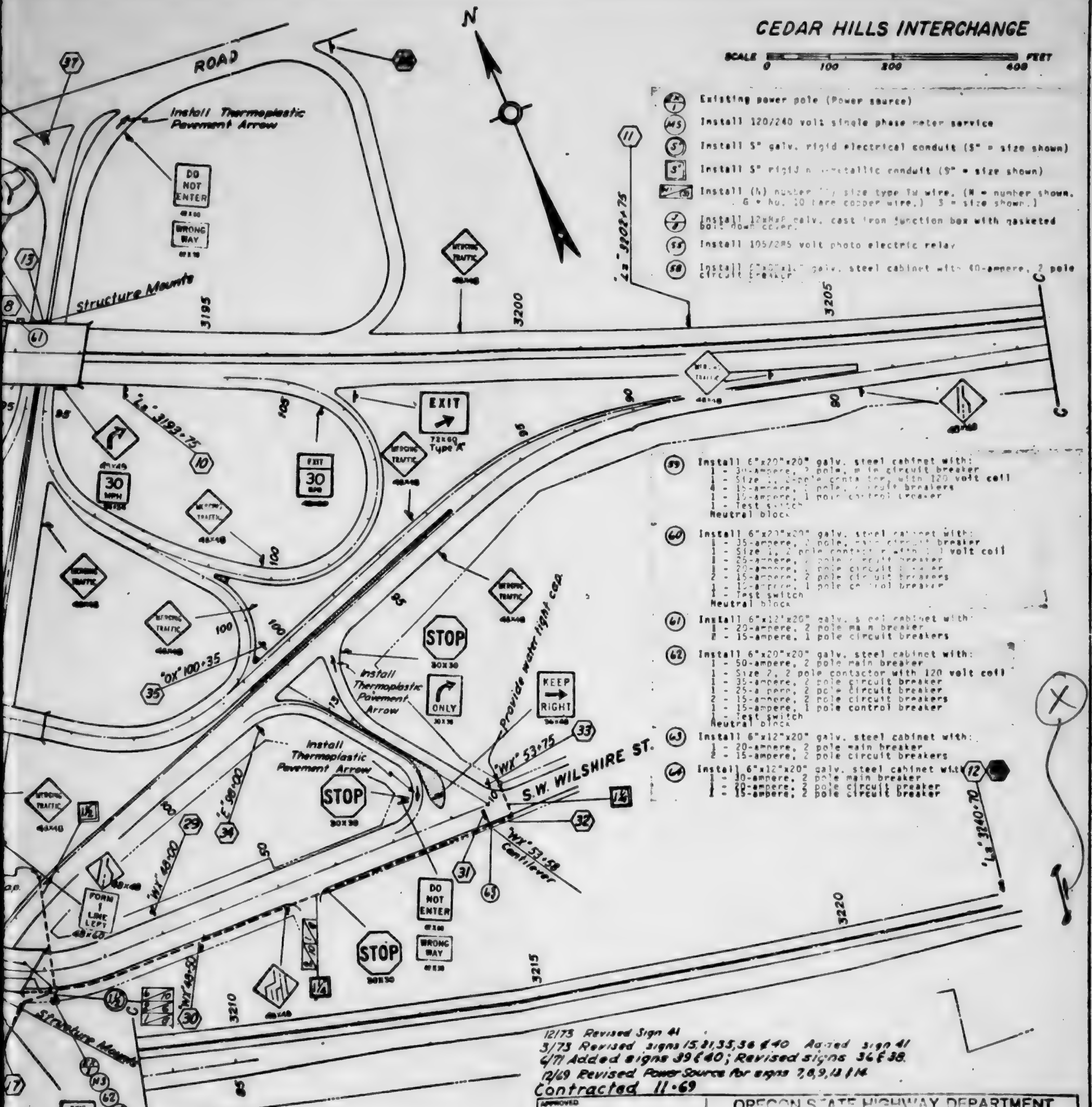
WS
MS

606

CEDAR HILLS INTERCHANGE



N
SCALE 0 100 200 400 FEET
ROAD
37
Install Thermoplastic Pavement Arrow
DO NOT ENTER
WRONG WAY
13
8
Structure Mounts
61
11
"La" 3202+75
3195
3200
3205
3220
3215
3210
"La" 3193+75
10
EXIT
72x60 Type "A"
EXIT 30 MPH
30 MPH
100
105
95
85
80
"OX" 100+35
35
STOP
30x30
ONLY
Install Thermoplastic Pavement Arrow
Provide water tight cap
KEEP RIGHT
33
"WX" 53+75
S.W. WILSHIRE ST.
32
"WX" 53+58 Cantilever
31
63
"E" 98+00
34
29
"WX" 48+00
FORM 1 LINE LEFT
48x60
"WX" 49+30
30
Structure Mounts
17
62
45 MPH
12
"La" 3240+70
C

- (E/1) Existing power pole (Power source)
- (MS) Install 120/240 volt single phase meter service
- (S") Install S" galv. rigid electrical conduit (S" = size shown)
- [S"] Install S" rigid non-metallic conduit (S" = size shown)
- Install (N) number [illegible] size type TW wire. (N = number shown. G = No. 10 bare copper wire.) S = size shown.)
- Install 12"x8"x8" galv. cast iron junction box with gasketed bolt down cover.
- (55) Install 105/285 volt photo electric relay
- (58) Install [illegible] galv. steel cabinet with 40-ampere, 2 pole circuit breaker

(59) Install 6"x20"x20" galv. steel cabinet with:
1 - 30-ampere, 2 pole, main circuit breaker
1 - Size 1, 2 pole contactor, with 120 volt coil
4 - 15-ampere, 2 pole, circuit breakers
1 - 15-ampere, 1 pole control breaker
1 - Test switch
Neutral block

(60) Install 6"x20"x20" galv. steel cabinet with:
1 - 35-ampere, 2 pole, main circuit breaker
1 - Size 1, 2 pole contactor with 120 volt coil
1 - 25-ampere, 2 pole circuit breaker
1 - 20-ampere, 2 pole circuit breaker
2 - 15-ampere, 2 pole circuit breakers
1 - 15-ampere, 1 pole control breaker
1 - Test switch
Neutral block

(61) Install 6"x12"x20" galv. steel cabinet with:
1 - 20-ampere, 2 pole main breaker
2 - 15-ampere, 1 pole circuit breakers

(62) Install 6"x20"x20" galv. steel cabinet with:
1 - 50-ampere, 2 pole main breaker
1 - Size 2, 2 pole contactor with 120 volt coil
1 - 35-ampere, 2 pole circuit breaker
1 - 25-ampere, 2 pole circuit breaker
2 - 15-ampere, 2 pole circuit breakers
1 - 15-ampere, 1 pole control breaker
1 - Test switch
Neutral block

(63) Install 6"x12"x20" galv. steel cabinet with:
1 - 20-ampere, 2 pole main breaker
2 - 15-ampere, 2 pole circuit breakers

(64) Install 6"x12"x20" galv. steel cabinet with:
1 - 30-ampere, 2 pole main breaker
1 - 20-ampere, 2 pole circuit breaker
1 - 15-ampere, 2 pole circuit breaker

X

12/73 Revised Sign 41
3/73 Revised signs 15,31,35,36 & 40 Added sign 41
4/71 Added signs 39 & 40; Revised signs 36 & 38.
12/69 Revised Power Source for signs 7,8,9,13 & 14
Contracted 11-69

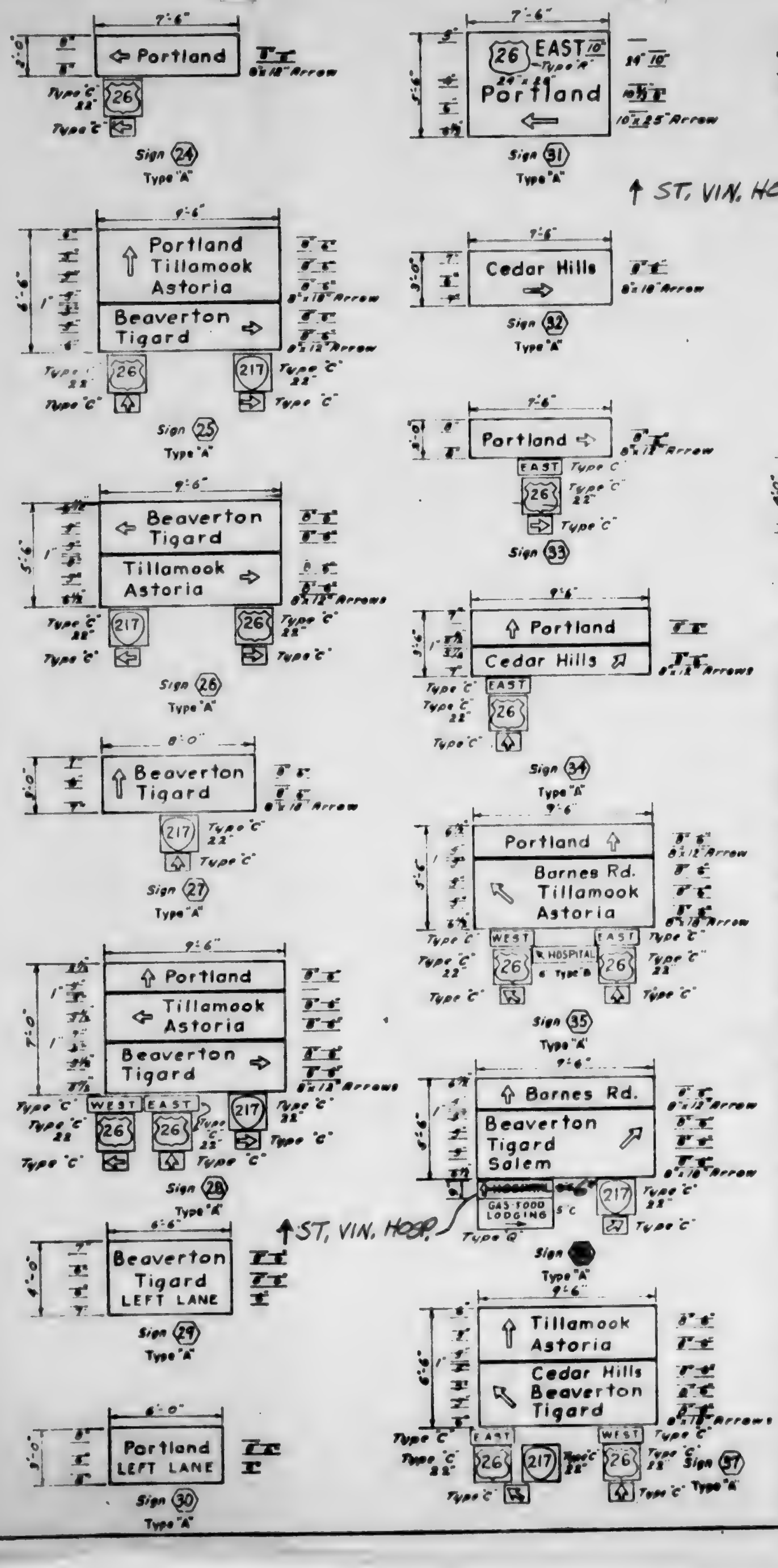
APPROVED
E. E. Perry
9/17/69
DATE
9/19/69
DATE

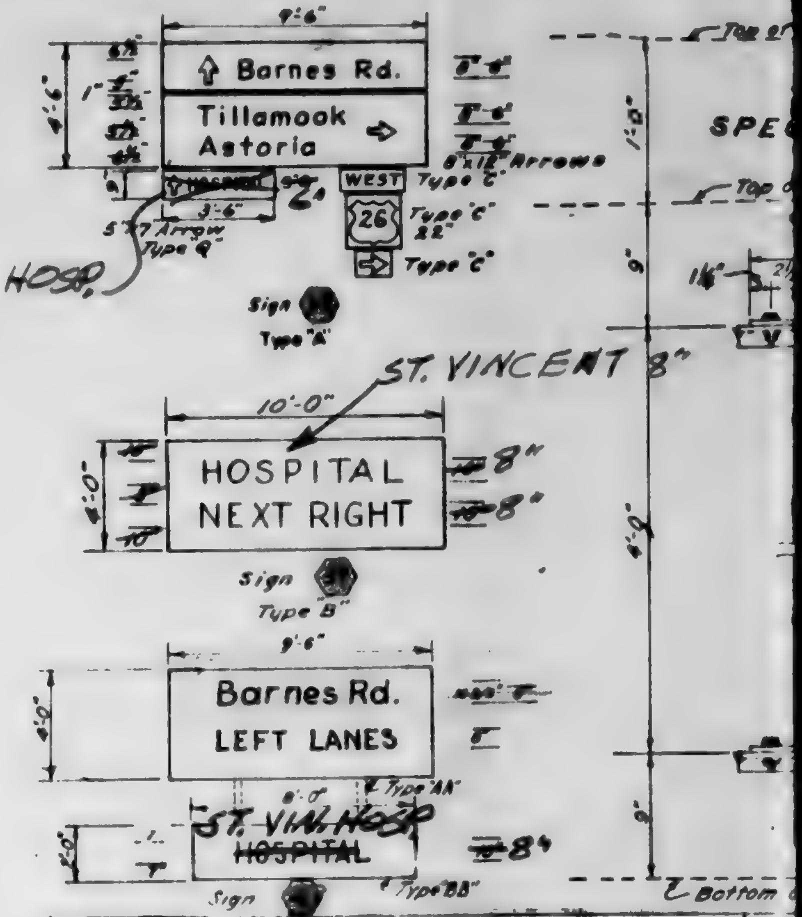
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
SUNSET HIGHWAY - BEAVERTON SECTION
BEAVERTON - TIGARD HIGHWAY
WASHINGTON COUNTY

JULY 1969
ACCOMPANIED BY DWGS. S-1, S-2, S-3, S-4, S-5, S-7, S-8, S-9, S-11, S-12, S-15, S-16, S-607, S-608, S-609, S-610, S-611, S-621, 21355, 21356, 22679, 23236, 23743, 23806, 24058 thru 24060.

S-606


Portland
Sign 24
Type "A"
26 EAST
Portland
Sign 31
Type "A"
↑ ST. VIN. HOSP.
Portland
Tillamook
Astoria
Beaverton
Tigard
Sign 25
Type "A"
Cedar Hills
Sign 32
Type "A"
Portland
EAST
Sign 33
Beaverton
Tigard
Tillamook
Astoria
Sign 26
Type "A"
Portland
Cedar Hills
EAST
Sign 34
Type "A"
Beaverton
Tigard
217
Sign 27
Type "A"
Portland
Barnes Rd.
Tillamook
Astoria
WEST
HOSPITAL
EAST
Sign 35
Type "A"
Portland
Tillamook
Astoria
Beaverton
Tigard
WEST
EAST
Sign 28
Type "A"
Barnes Rd.
Beaverton
Tigard
Salem
GAS-FOOD LODGING
↑ST. VIN. HOSP.
Sign
Type "A"
Beaverton
Tigard
LEFT LANE
Sign 29
Type "A"
Tillamook
Astoria
Cedar Hills
Beaverton
Tigard
EAST
WEST
Sign 37
Type "A"
Portland
LEFT LANE
Sign 30
Type "A"

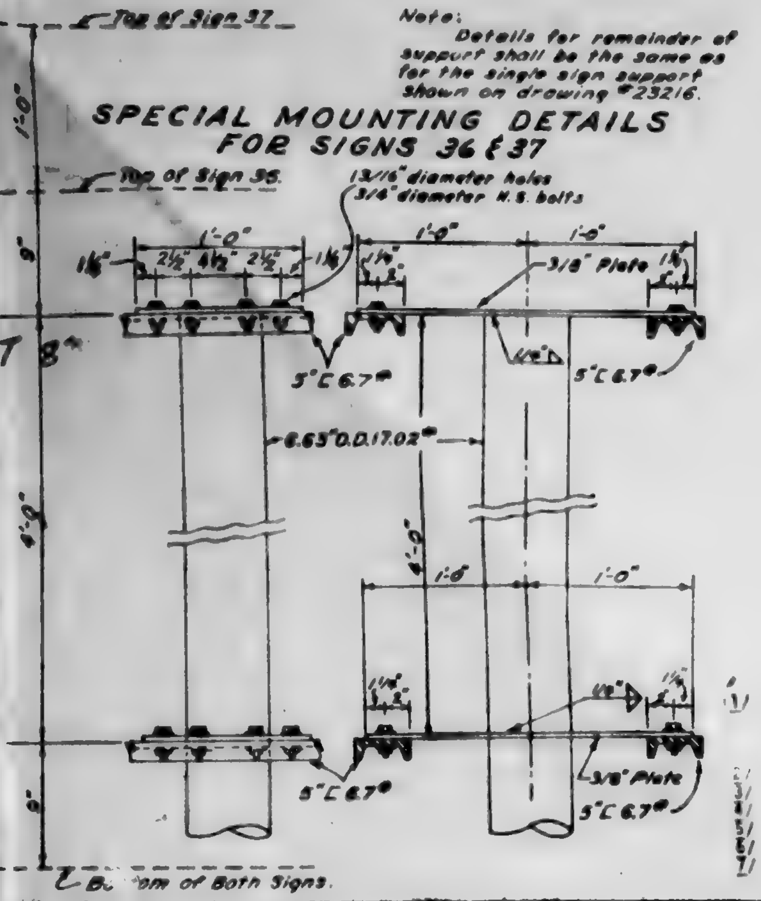

Barnes Rd.
Tillamook
Astoria
WEST
Sign
Type "A"
ST. VINCENT 8"
HOSPITAL
NEXT RIGHT
Sign
Type "B"
Barnes Rd.
LEFT LANES
Type "AA"
ST. VIN. HOSP.
~~HOSPITAL~~
Type "BB"
Sign
SPE
Top
Bottom

STATION	[illegible] 4/	TYPE OF SUPPORT 1/	POST		TY
			SIZE & TYPE	LENGTH 2/	
"EB" 3136+45± Rt	1	ESB			
"EB" 3161+25± Lt	2	ESB			
"EB" 3172+70	3,4,5, &6	SB			
"L2" 31[illegible]0+68	7,8 & 9	SB			
"L2" 31[illegible]+75 Rt	10-L 10 R	BSP BSP	6.63" OD 12.89# 6.63" OD 12.89#	14'-0" 14'-3"	5/ 5/
"L2" [illegible]+75 Lt	11 L 11 R	BSP BSP	6.63" OD 12.89# 6.63" OD 12.89#	14'-0" 13'-9"	5/ 5/
[illegible]+70 Lt	12 L 12 R	BSP BSP	8.63" OD 22.36# 8.63" OD 22.36#	15'-6" 15'-6"	5 5/
"L" 93+60± Rt	13&14	SM			
"L" 96+80 Rt	15	SSS	6.63" OD 12.89#	13'-0"	6/
"L" 104+30± Lt	16 & 17	SM			
"L" 112+00 Lt	18 & 19	SB			
"L" 130+00 Lt	20-L 20-R	BSP BSP	6.63" OD 17.02# 6.63" OD 17.02#	12'-6" 11'-3"	5/ 5/
"G" 84+10 Rt	21	SSS	4.50" OD 14.98#	11'-6"	6/
"M3" 84+60 Rt	22	SSS	4.50" OD 8.64#	10'-0"	6/
"A" 100+10 Lt	23	SSS	4.50" OD 14.98#	10'-9"	6/
"OX" 107+55 Lt	24 & 25	DSS			
"WX" 42+60 Lt	26	SSS	6.63" OD 12.89#	11'-6"	6/
"J" 104+90 Rt	27	PSP	4.50" OD 8.64#	7'-6"	6/
"WX" 43+23 Rt	28	SSS	6.63" OD 17.02#	13'-3"	6/
"WX" 48+00 Lt	29	PSP	4.50" OD 8.64#	10'-3"	6/
"WX" 48+50 Rt	30	PSP	4.50" OD 8.64#	9'-3"	6/
"WX" 53+58 Rt	31 & 32	C			
[illegible] 53+75 Lt	33	PSP	4.50" OD 8.64#	9'-9"	6/
[illegible] 98+00 Lt	34	SSS	4.50" OD 8.64#	7'-0"	6/
[illegible]0+35 Rt	35	SSS	6.63" OD 17.02#	13'-6"	6/
[illegible] Road	36 & 37	SSS	6.63" OD 17.02#	13'-6"	6/
[illegible] Road	38	SSS	6.63" OD 12.89#	13'-3"	6/
[illegible]+50 Rt	39L 39R	BSP BSP	4.50" OD 8.64# 4.50" OD 8.64#	10'-9" 11'-9"	[illegible]
"Hwy." 3174+70± Rt	D-1-60	BSP	4.50" OD 8.64#	13'-6"	7/
"Hwy." 3188+70± Lt	D-1-60	BSP	4.50" OD 8.64#	11'-6"	7/
"Hwy." 3197+30± [illegible]	D-1-60	BSP	4.50" OD 8.64#	13'-6"	7/
"Z" 3248+70 Lt	40				

CEDAR HILLS INTERCHANGE
Sign Details For Dwg. No.S-606

SPECIAL MOUNTING DETAILS FOR SIGNS 36 & 37

Note:
Details for remainder of support shall be the same as for the single sign support shown on drawing #23216.



1/ BSP = Breakaway Sign Post; PSP = Pipe Sign Post; SSS = Single Sign Support; DSS = Double Sign Support; C = Cantilever Sign Structure; SB = Sign Bridge Structure; ESB = Existing Sign Bridge Strucure.

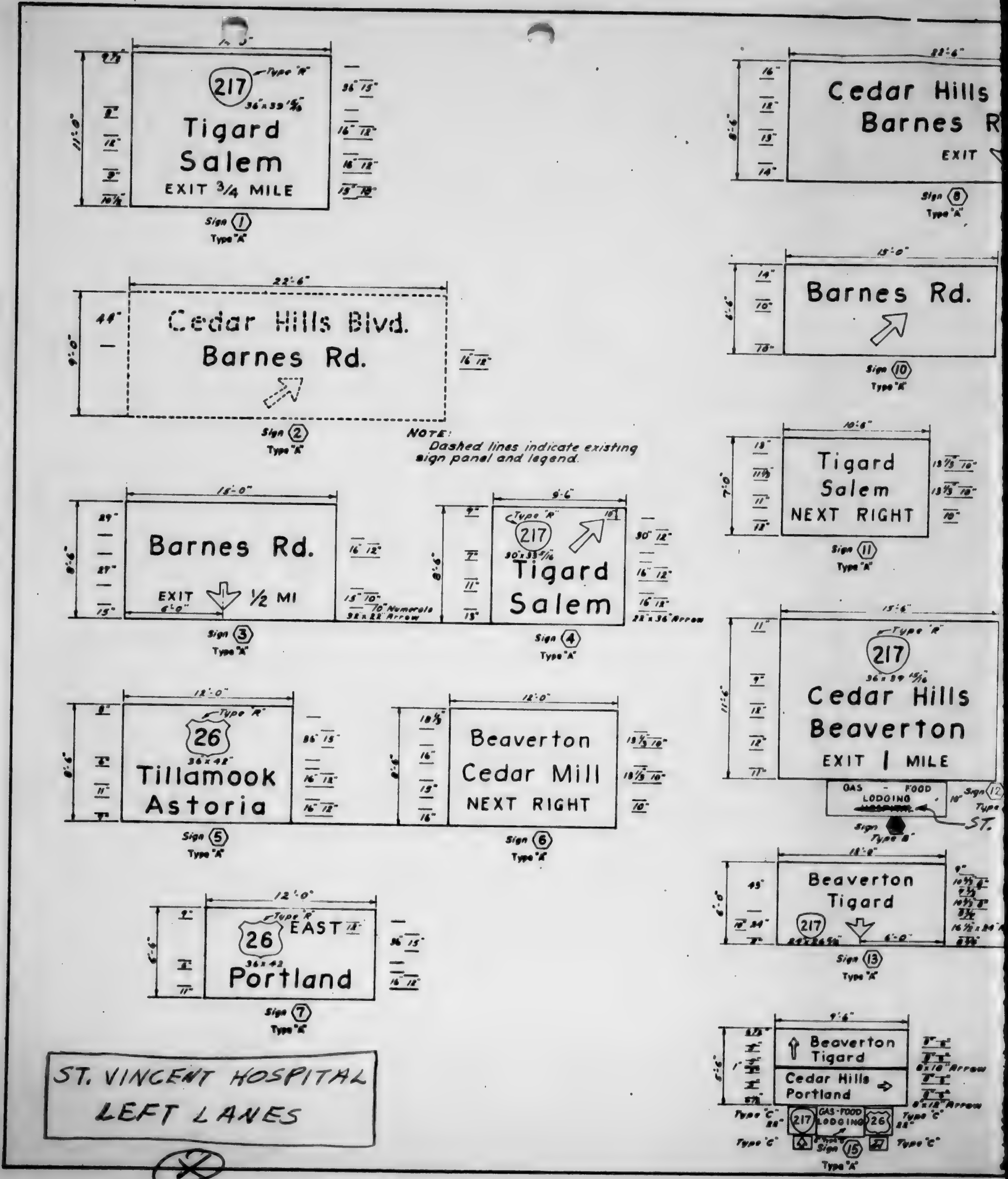
2/ Verify length in field
3/ Distance from curb or edge of shoulder to centerline of post
4/ L & R are locations of post as facing the sign face.
5/ See Dwg. No. 22478
6/ See Dwg. No. 23216
7/ See Dwg. No. 23743

	FOOTING			REMARKS
LENGTH 2/	TYPE	LOCATION 3/	MIN. DEPTH	
				Mount on existing sign bridge structure
				Mount on existing sign bridge structure
				Mount on sign bridge structure
				Mount on sign bridge structure
14'-0" 14'-3"	5/ 5/	30'-0" 39'-0"	5/ 5/	
14'-0" 13'-9"	5/ 5/	30'-0" 36'-4"	5/ 5/	
15'-6" 15'-6"	5/ 5/	30' 0" 39'-4"	5/ 5/	Mount sign 8'-0" above pavement edge
				Mount on north face of Sunset Hwy. structure.
13'-0"	6/	20'-0"	6/	Mount sign 10'-0" above pavement edge of "L" line. Extent both tubes 3'-7"
				Mount on south face of Wilshire St. structure.
				Mount on sign bridge structure
12'-6"	5/	30'-0"	5/	Mount sign 10'-0" above pavement edge
11'-3"	5/	39'-4"	5/	
11'-6"	6/	20'-0"	6/	Mount sign 7'-6" above pavement edge of "G" line. Extend left tube 3'-7".
10'-0"	6/	20'-0"	6/	Mount sign 7'-0" above pavement edge of "[illegible]" line.
10'-9"	6/	20'-0"	6/	Mount sign 7'-6" above pavement edge of "A[illegible] line. Extend left tube 3'-7". See B[illegible] No. 24860 for details.
11'-6"	6/	20'-0" 12'-0"	6/	Mount sign 7'-6" above pavement edge. Extend both tubes 3'-7".
7'-6"	6/	20'-0"	6/	Mount sign 7'-6" above pavement edge. Mount route shield assembly on post, using stainless steel clamps as detailed on S-16.
13'-3"	6/	20'-0"	6/	Mount sign 8'-6" above pavement edge. Extent left tubes 4'-6" & right tube 3'-7".
10'-3" 9'-3"	6/ 6/	18'-0" 18'-6"	6/ 6/	Mount both signs on cantilever sign structure.
9'-9"	6/	.20'-0"	6/	Mount sign 8'-6" above pavement edge Mount route marker assembly on post using stainless steel clamps as detailed on S-16.
7'-0"	6/	20'-0"	6/	Mount sign 11'-6" above pavement edge Extend left tube 4'-6".
13'-6"	6/	20'-0"	6/	Mount sign 8'-6" above pavement edge of "Ox" line. Extend both tubes 4'-6"
13'-6"	6/	20'-0"	6/	Mount both signs 8'-6" above pavement edge as detailed. Extend [illegible] 0'-11" & Rt. 3'-7" for sign 36 & both tubes for Sign 37, 4'-6".
13'-3" 10'-9" 11'-9"	6/ 5/ 5/	20'-0" 6'-0" 12'-0"	6/ 5/ 5/	Mount sign 8'-6" above pavement edge Extend tubes, Lt. [illegible] & Rt. 4'-6".
13'-6"	7/	See S-1	7/	
11'-6"	7/	See S-1	7/	
13'-6"	7/	See S-1	7/	

Mount below Sign 12

12/73 Revised Sign 41.
3/73 Revised signs 15,21,35,36 & 40 Added sign 41
6/71 Added signs 39 & 40; Revised signs 36 & 38.

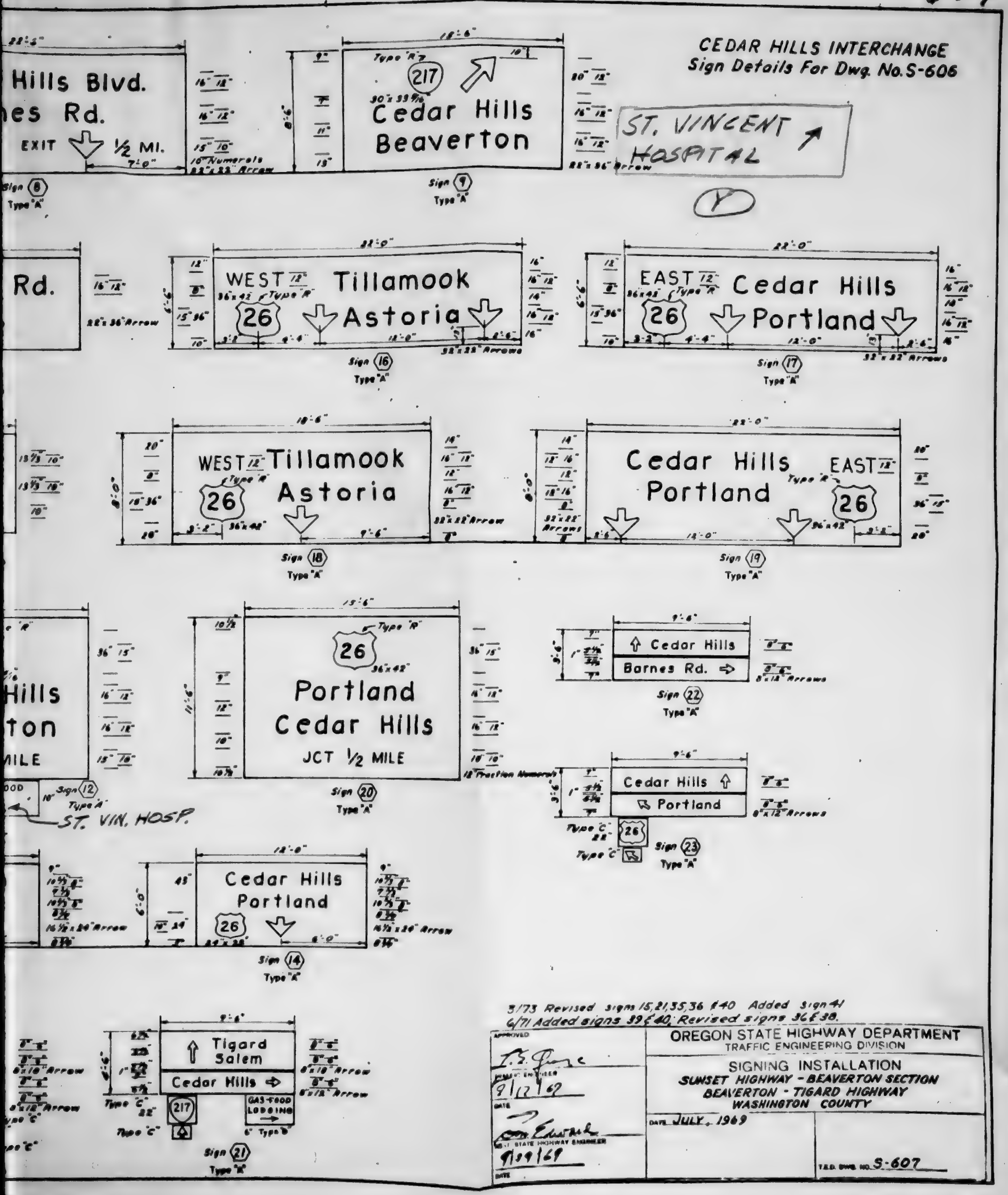
APPROVED: TRAFFIC ENGINEER 9/17/69 DATE	OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION
ASST. STATE HIGHWAY ENGINEER 9/19/69 DATE	SIGNING INSTALLATION SUNSET HIGHWAY - BEAVERTON SECTION BEAVERTON - TIGARD HIGHWAY WASHINGTON COUNTY
	DATE JULY, 1969
	T.E.D. DWG. NO. S-608


Type "R"
217
Tigard
Salem
EXIT 3/4 MILE
Sign ① Type "A"
22'-6"
Cedar Hills Blvd.
Barnes Rd.
Sign ② Type "A"
NOTE: Dashed lines indicate existing sign panel and legend.
15'-0"
Barnes Rd.
EXIT 1/2 MI
Sign ③ Type "A"
9'-6"
Type "R"
217
Tigard
Salem
Sign ④ Type "A"
12'-0"
Type "R"
26
Tillamook
Astoria
Sign ⑤ Type "A"
12'-0"
Beaverton
Cedar Mill
NEXT RIGHT
Sign ⑥ Type "A"
12'-0"
Type "R"
26
EAST
Portland
Sign ⑦ Type "A"
22'-6"
Cedar Hills
Barnes R
EXIT
Sign ⑧ Type "A"
15'-0"
Barnes Rd.
Sign ⑩ Type "A"
10'-6"
Tigard
Salem
NEXT RIGHT
Sign ⑪ Type "A"
15'-6"
Type "R"
217
Cedar Hills
Beaverton
EXIT 1 MILE
GAS - FOOD
LODGING
~~HOSPITAL~~
Sign ⑫
Sign Type "B"
ST.
Beaverton
Tigard
217
Sign ⑬ Type "A"
9'-6"
Beaverton
Tigard
Cedar Hills
Portland
217
GAS-FOOD
LODGING
26
Type "C"
Sign ⑮ Type "A"

ST. VINCENT HOSPITAL
LEFT LANES

607

CEDAR HILLS INTERCHANGE
Sign Details For Dwg. No. S-606


Hills Blvd.
nes Rd.
EXIT 1/2 MI.
Sign 8 Type "A"
217
Cedar Hills
Beaverton
Sign 9 Type "A"
ST. VINCENT HOSPITAL
Y
Rd.
WEST 26 Tillamook Astoria
Sign 16 Type "A"
EAST 26 Cedar Hills Portland
Sign 17 Type "A"
WEST 26 Tillamook Astoria
Sign 18 Type "A"
Cedar Hills Portland EAST 26
Sign 19 Type "A"
Hills
ton
MILE
Sign 12 Type "A"
ST. VIN. HOSP.
26
Portland
Cedar Hills
JCT 1/2 MILE
Sign 20 Type "A"
Cedar Hills
Barnes Rd.
Sign 22 Type "A"
Cedar Hills
Portland
26
Sign 23 Type "A"
Cedar Hills
Portland
26
Sign 14 Type "A"
Tigard
Salem
Cedar Hills
217
GAS-FOOD LODGING
Sign 21 Type "A"

3/73 Revised signs 15, 21, 35, 36 & 40 Added sign 41
6/71 Added signs 39 & 40. Revised signs 36 & 38.

APPROVED
T. S. [illegible]
TRAFFIC ENGINEER
9/12/69
DATE
[illegible] Edwards
ASST. STATE HIGHWAY ENGINEER
9/29/69
DATE

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
SUNSET HIGHWAY - BEAVERTON SECTION
BEAVERTON - TIGARD HIGHWAY
WASHINGTON COUNTY

DATE JULY, 1969

T.E.D. DWG. NO. S-607

t

October 8, 1974

Mr. W. P. Allen, P.E.
W. P. Allen & Co., Inc.
P. O. Box 702
Portland, OR 97207

718-J

Dear Mr. Allen:

This is in reply to your September 25 letter concerning traffic movements at the Cedar Hills Interchange on the Sunset Highway.

We are aware of the existing problems at this interchange and have prepared a plan to revise the area north of the Sunset Highway. The new design will eliminate the weaving maneuvers between the on- and off-ramps and is quite similar to your proposal.

This will be an interim plan as some time in the future we will probably have to make a major revision to the entire facility. The interim plan will be scheduled for construction when funds become available.

I thank you for your interest and appreciate the thought that went into your design.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder (enc.)
L. E. George "
J. H. Versteeg
E. L. Hardt "

JHV:we ja

• W.P. ALLEN & CO., INC. • MANAGEMENT ENGINEERS •

• P. O. BOX 702 • PORTLAND, OREGON 97207 • (503) 244-8840 •

RECEIVED
STATE HWY ENGR.
SEP 26 '74
REFER TO [redacted] Hunter
FOR
Info Inves R/D Dir Sign Act File
☐ ☐ ☑ ☐ ☐ ☐ ☐

September 25, 1974

NOTED
A. E. JOHNSON

Mr. K. B. Kalaboe
Administrator & State
 Highway Engineer
140 Highway Building
Salem, Oregon 97310

Dear Mr. Kalaboe:

In driving within the City of Portland/Beaverton area, I have become increasingly concerned over a particular highway interchange; the termination of Highway 217 and the Sunset Highway. As you know, the interchange was completed within the past several years and, since that time, I have noted:

- A large number of severe accidents as cars/trucks move onto the Sunset Highway from 217.
- Very difficult on/off exchange over an approximately 50 yard merge corridor.
- A "stacking up" of cars and trucks, especially during evening rush hours, on both the Sunset and 217.

In studying the layout of the interchange, I have developed what I believe to be a low cost/easily developed change which would eliminate these problems. The enclosed sketches show the interchange as it presently exists and my recommendation.

I appreciate your study of the situation and I hope this letter and sketches are of value in solving a problem of major concern.

Very truly yours,

William Peter Allen

William Peter Allen, P.E.

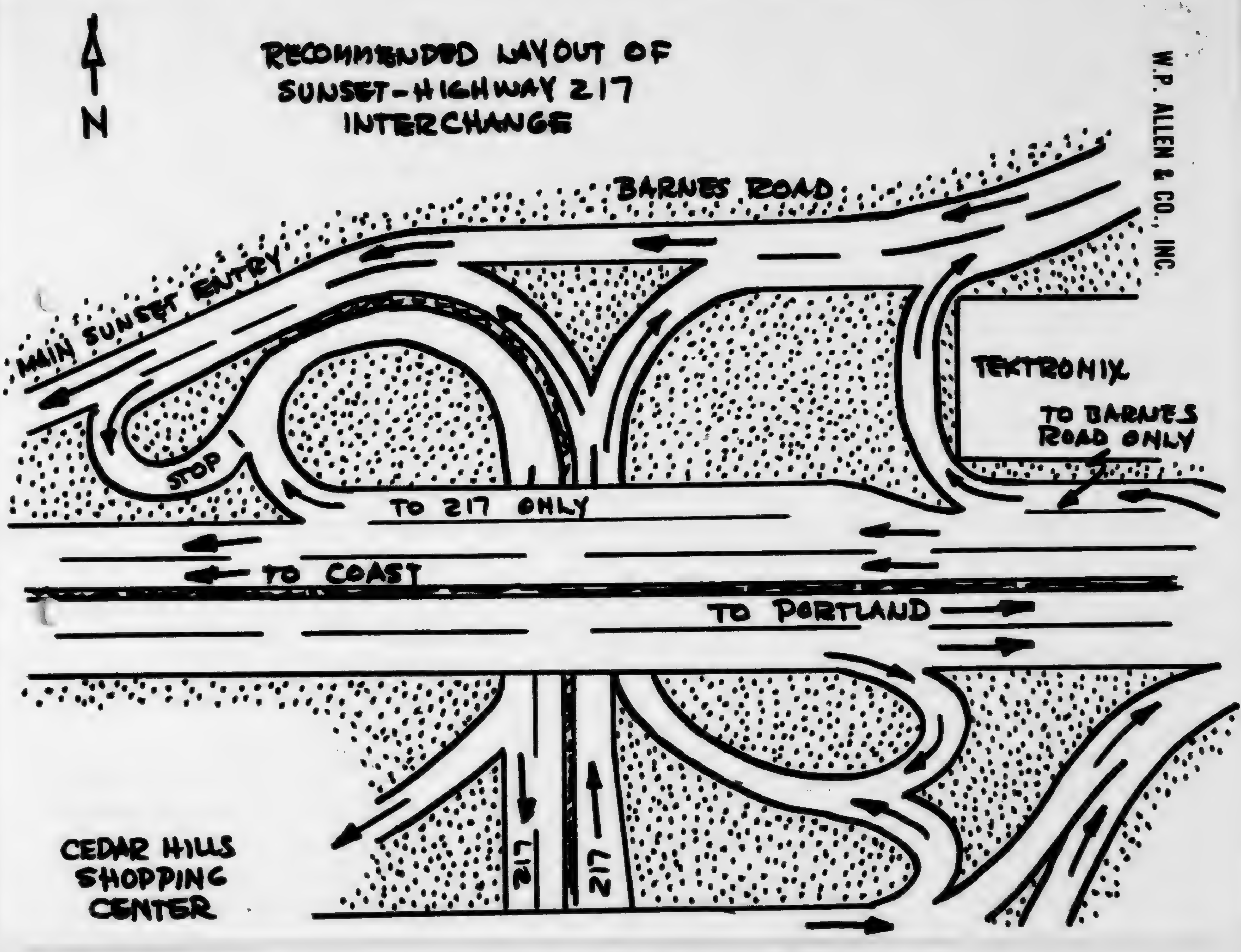
Enclosures

RECEIVED
SEP 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9-30
wafe
R/D
EAK

• SYSTEMS ENGINEERING • LONG RANGE PLANNING • COMPUTER SYSTEMS ANALYSIS & DESIGN •

• INDUSTRIAL ENGINEERING • EDUCATIONAL SERVICES • OPERATIONS RESEARCH •

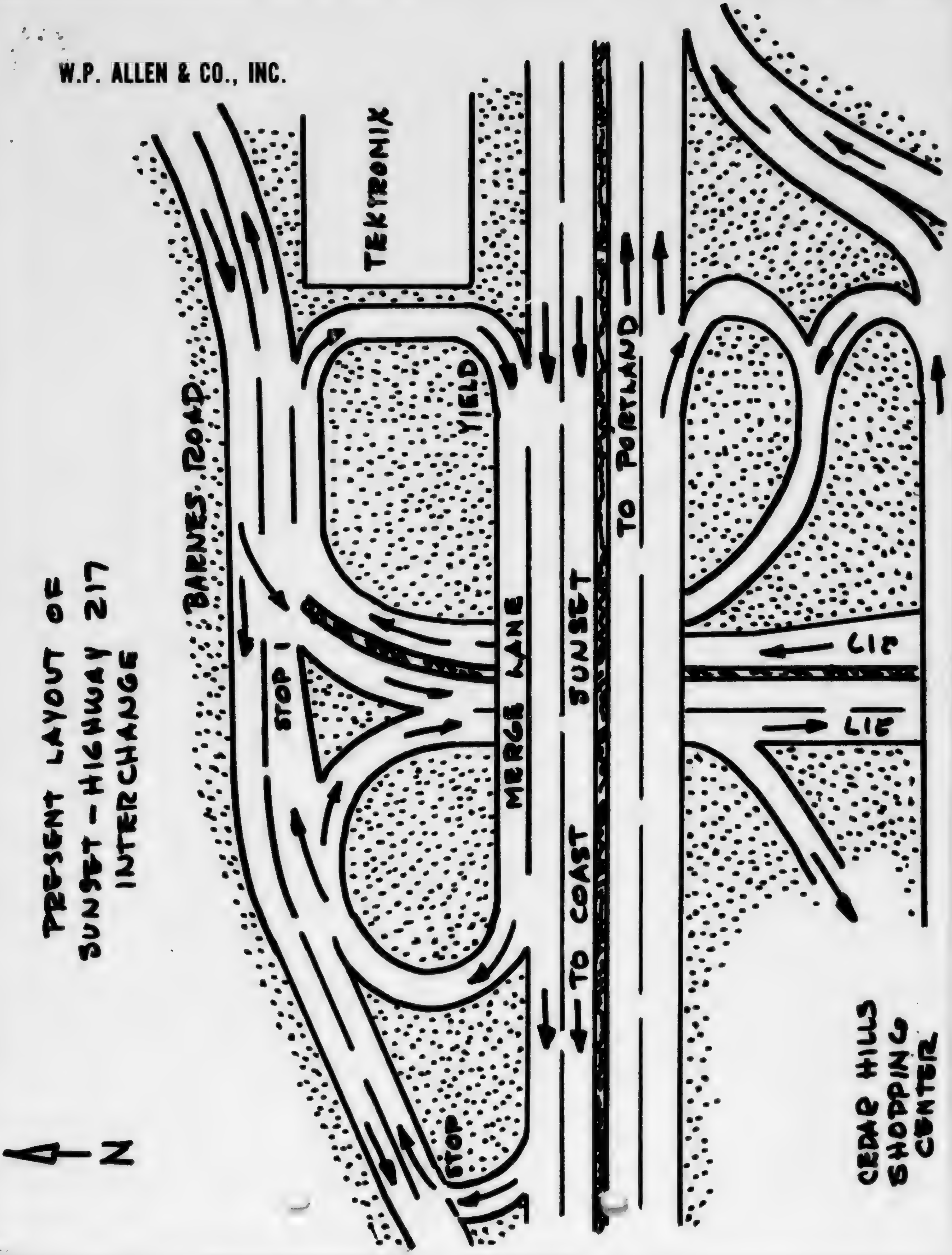


RECOMMENDED LAYOUT OF
SUNSET-HIGHWAY 217
INTERCHANGE

W.P. ALLEN & CO., INC.

N
BARNES ROAD
MAIN SUNSET ENTRY
TEKTRONIX
TO BARNES ROAD ONLY
STOP
TO 217 ONLY
TO COAST
TO PORTLAND
217
217
CEDAR HILLS SHOPPING CENTER

W.P. ALLEN & CO., INC.



PRESENT LAYOUT OF SUNSET - HIGHWAY 217 INTERCHANGE

N
BARNES ROAD
TEKTRONIX
YIELD
STOP
MERGE LANE
SUNSET
TO PORTLAND
TO COAST
STOP
LIE
LIE
CEDAR HILLS SHOPPING CENTER

7-6-5

47

Salem, Oregon

1 Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout A

RECEIVED
FEB 25 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

February 25, 1974

Ed Hardt, Region I Engineer

D. N. Stoudenmeyer, Preliminary Design Supervisor

Beaverton-Tigard Interchange
Sunset Highway
Washington County

The latter part of January we met in Larry Rulien's office with John Crockett, Washington County Engineer and Donald Dryer, representing the developers of the Petercort property. John had roughed out a "first stage" plan for improvement of the north side of the interchange and we were asked at this meeting to review it and make comments so that Mr. Dryer could get his people started on the development of the 284 acre site.

This has been the subject of several meetings in the past and sketch designs had been made up based on previously proposed development plans and projected traffic. Objections were raised by the Washington County Planning people to the regional shopping center concept and presumably something else has been tentatively worked out which is more acceptable. Enclosed is a traffic projection sheet from the original proposal. Mr. Dryer suggested that we use a 25 percent reduction in this traffic for what they would have as an alternative and assume that half would use this area and the other half would use Cedar Hills Boulevard Interchange.

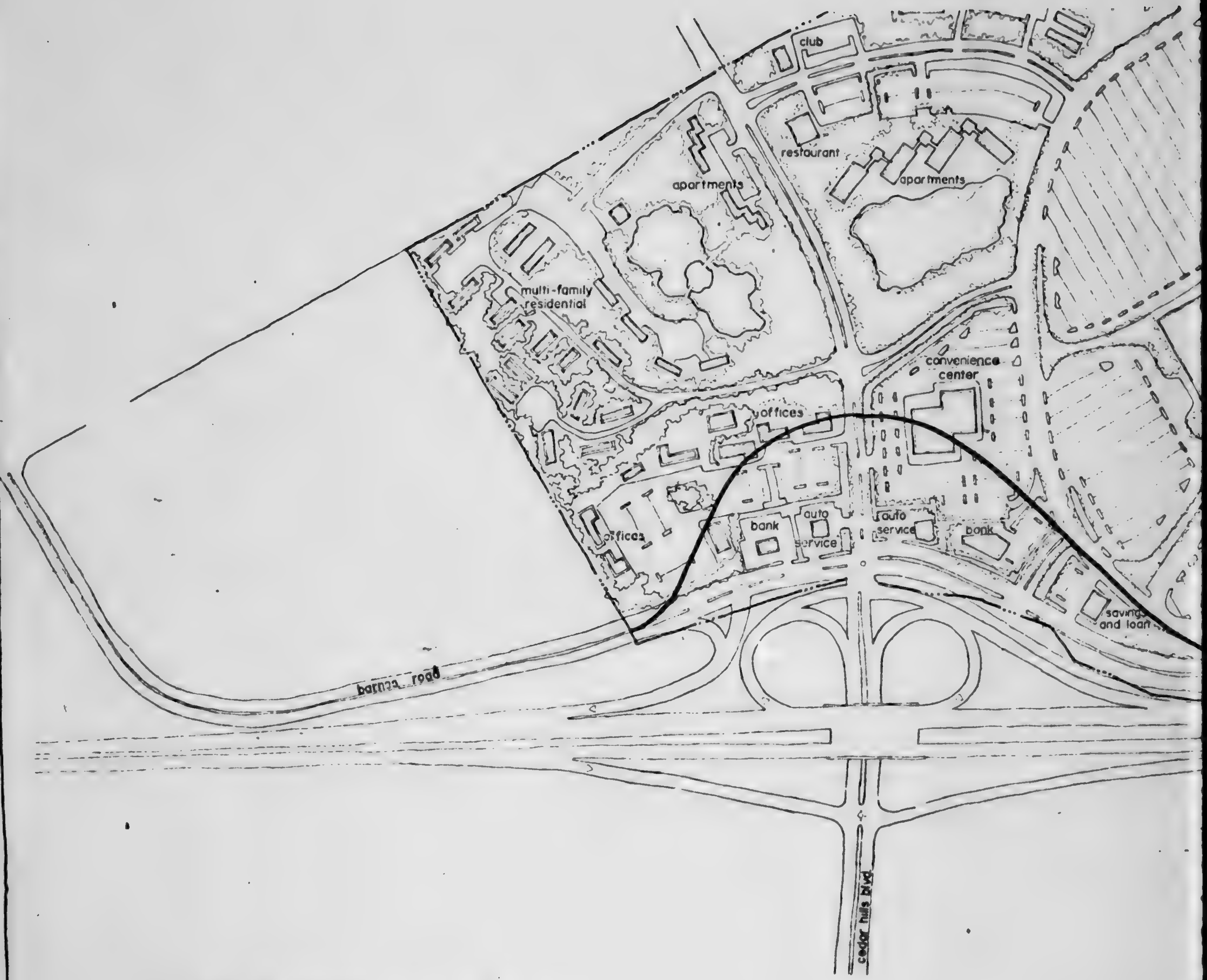
We have remodeled Mr. Crockett's plan somewhat to increase its capacity and our Planning people advise us that this would allow the facility to operate at a level of service "E", just at breakdown point, with an increase of about half of the developer's projected traffic. This would be with 1975 traffic on the other roadways.

In order to handle the total traffic as predicted by the developer it would be necessary to go to something similar to that which has previously been provided to Mr. Dryer. Copies have also been supplied to your office and Washington County and a copy of the previous development with the tentative design overlayed is enclosed for your information. Also enclosed is a copy of Mr. Crockett's plan and our tentative revision.

Since the purpose of the meeting was presumably to give Mr. Dryer an idea of what he should use for his development plan it would be appropriate to advise him that the anticipated reduction in traffic would have little effect on the final stage traffic plan and that his development should allow for that type of eventual facility. At best, only about half of his anticipated traffic can be accommodated at a bad level of service (in 1975) with less than the full facility. We have no idea when we might be able to fund the ultimate plan.

If you have any questions, please contact me.

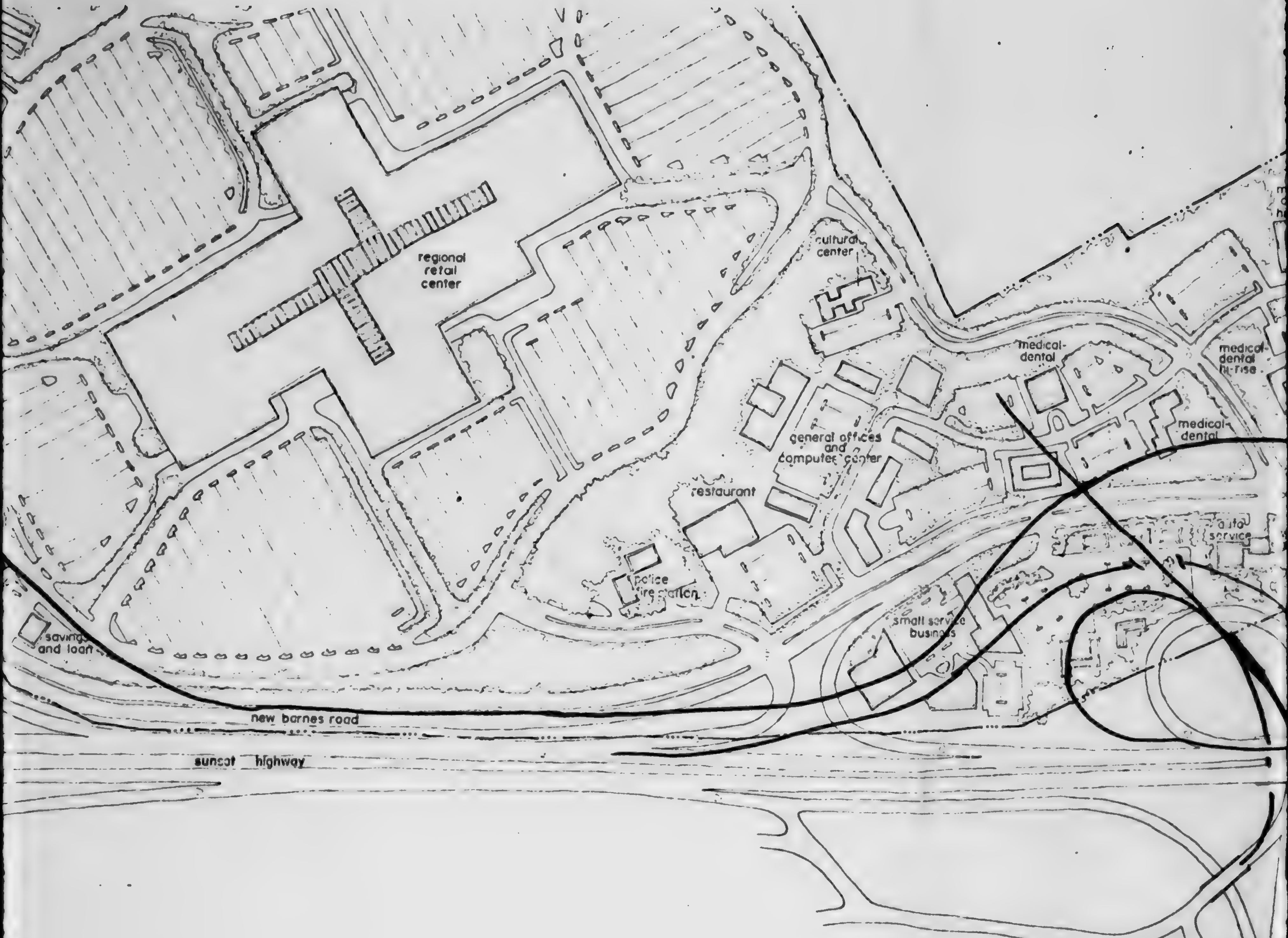
ADO:we
Enclosures
cc: John Crockett w/attach.

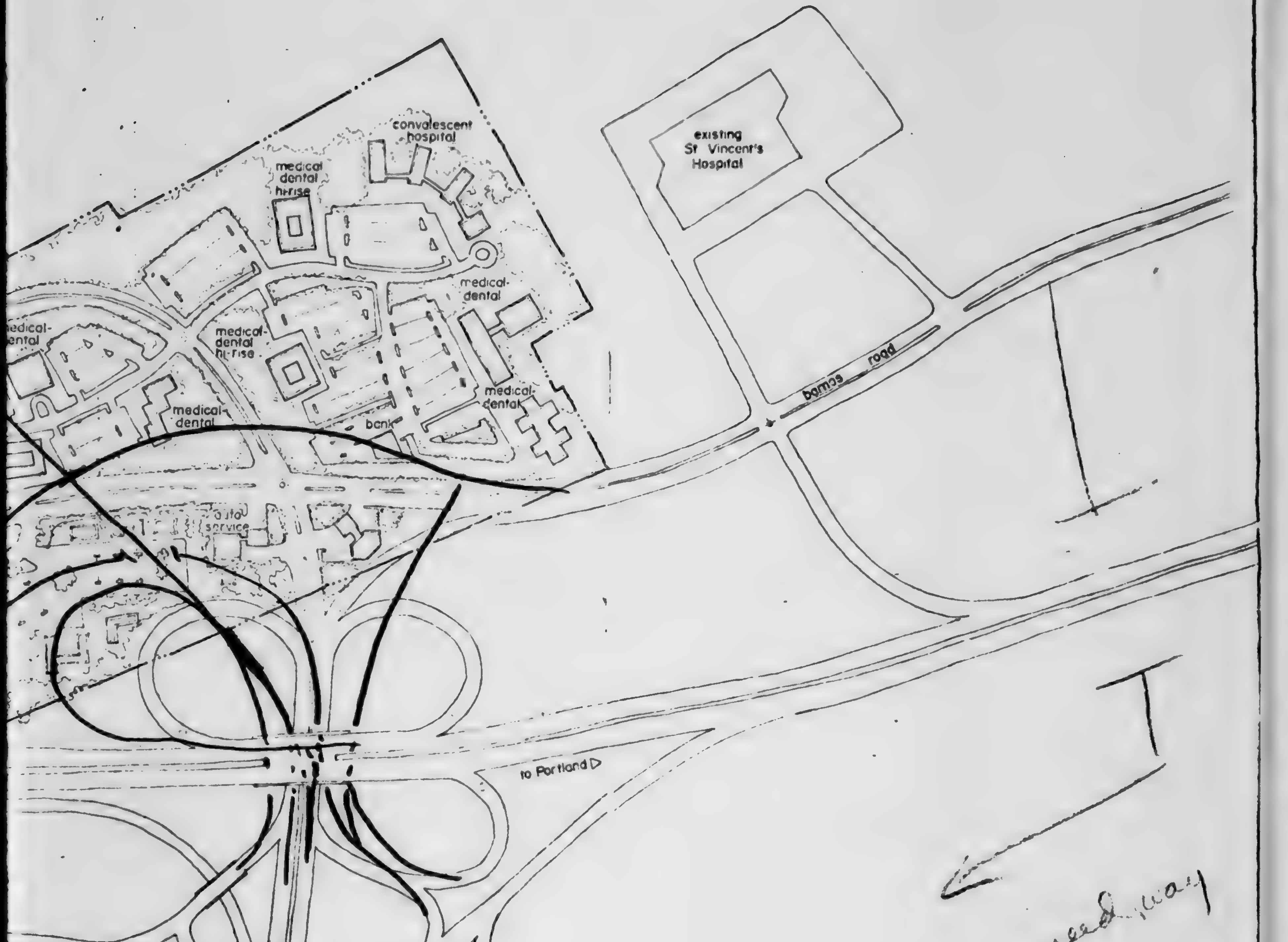

club
restaurant
apartments
apartments
multi-family residential
offices
convenience center
offices
bank
auto service
auto service
bank
savings and loan
barnes road
cedar hills blvd

SUNSET PROJECT
MID-WEST INVESTMENT, INC.
PORTLAND, OREGON

↑ north

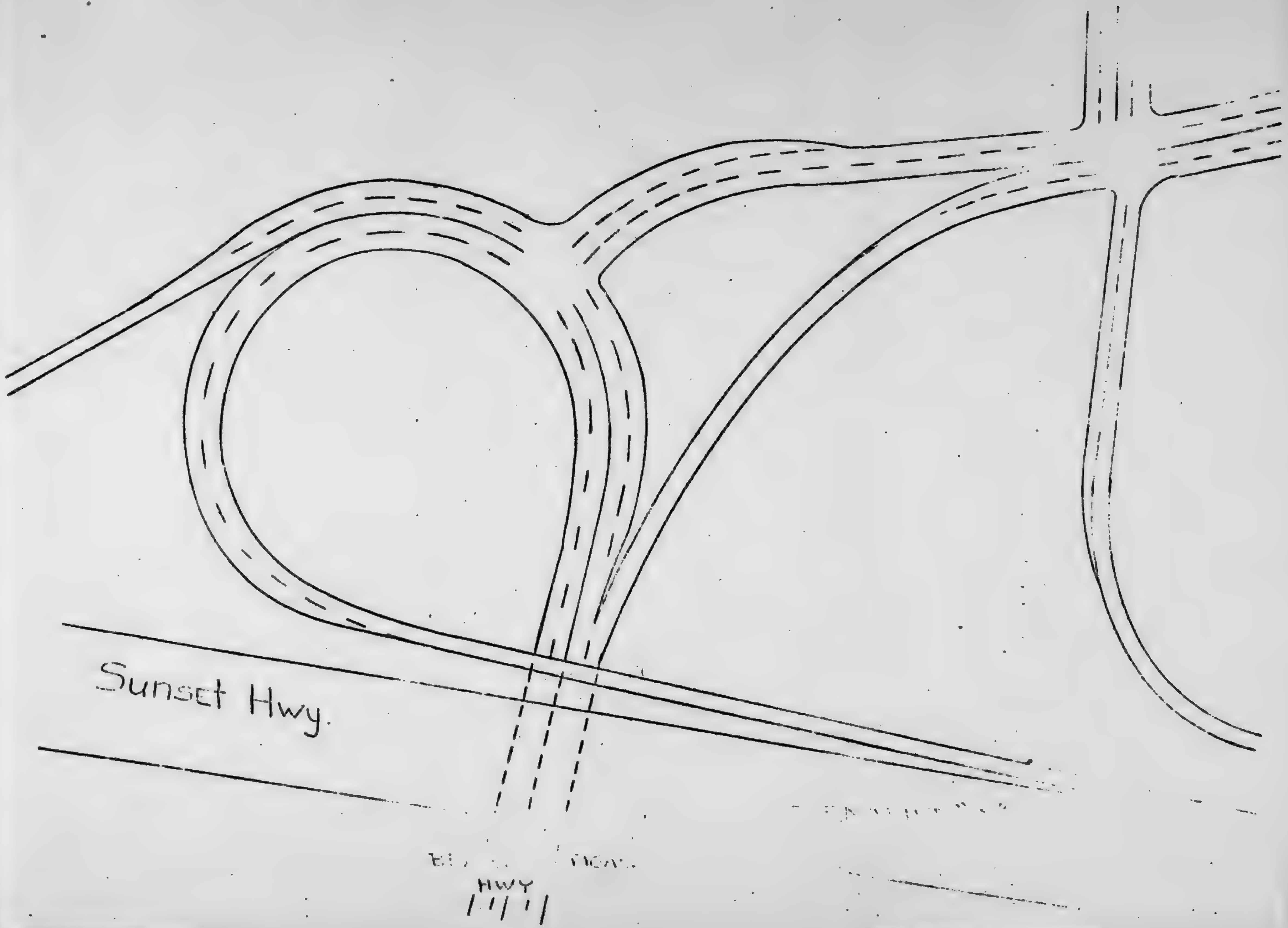
WONG/HART ARCHITECTS AIA PORTLAND · OREGON

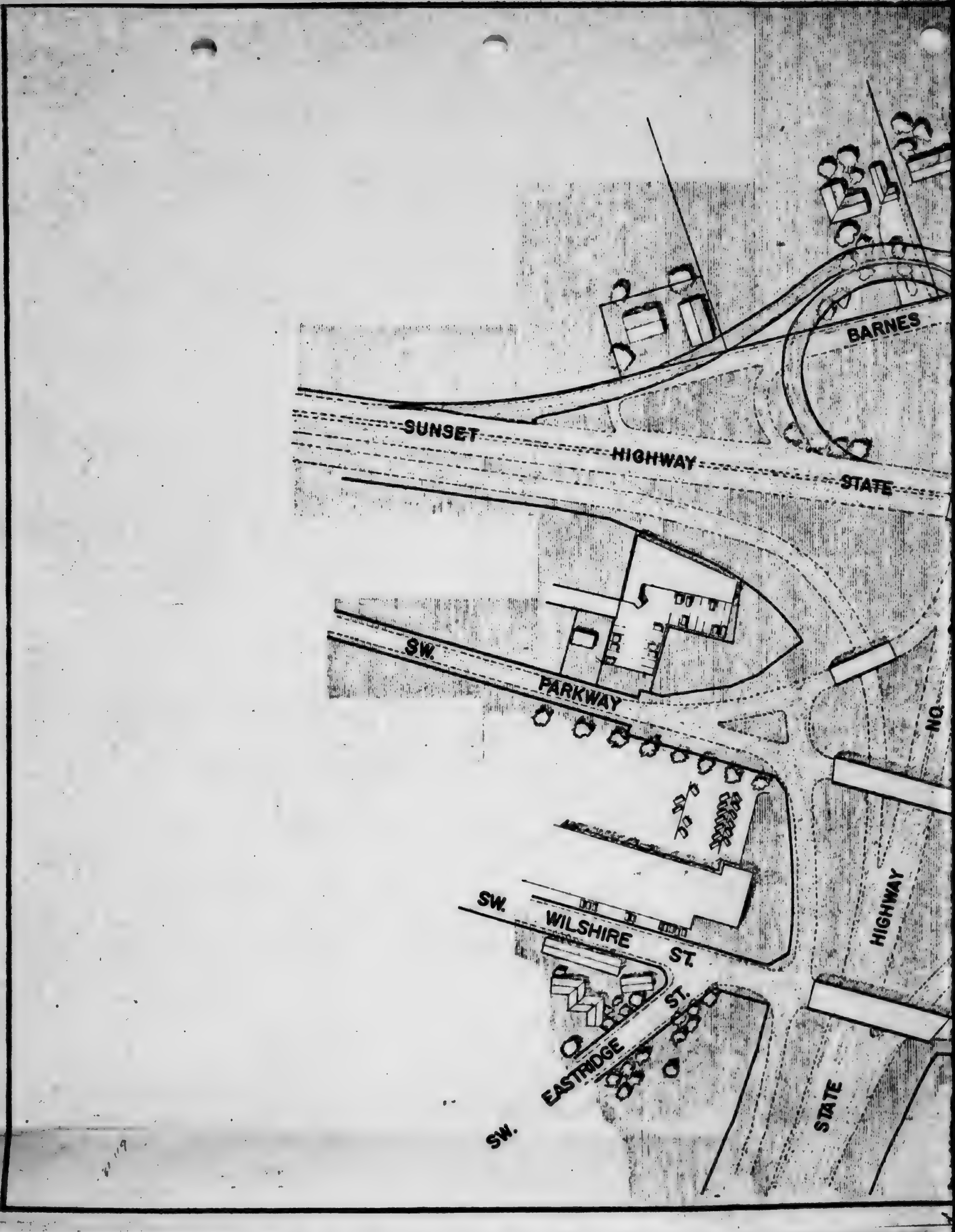

regional retail center
cultural center
medical-dental
medical-dental hi-rise
medical-dental
general offices and computer center
restaurant
police fire station
auto service
small service business
savings and loan
new barnes road
sunset highway
beaverton-tigard freeway

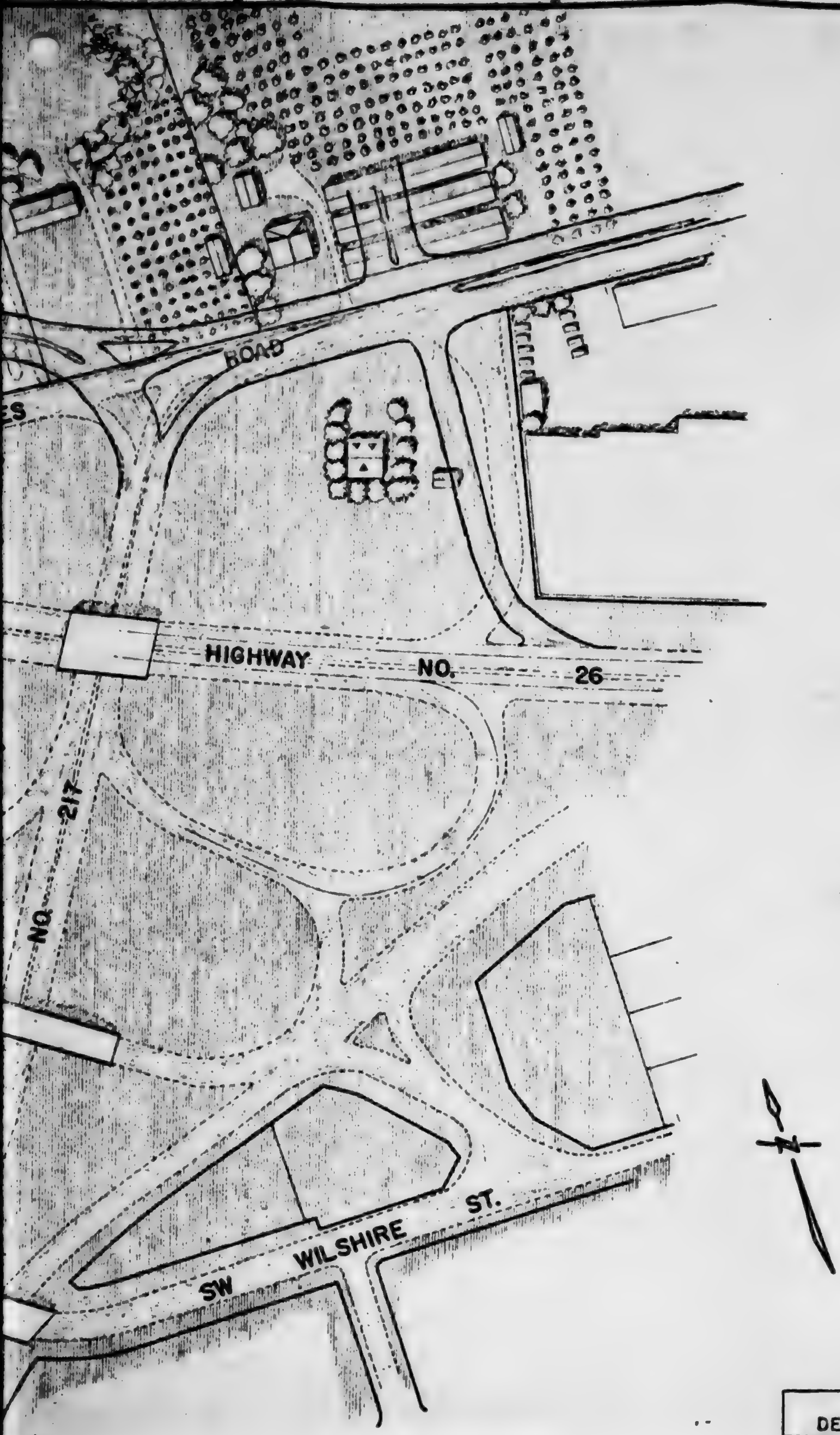

convalescent hospital
medical dental hi-rise
medical-dental
medical-dental
medical-dental hi-rise
medical-dental
medical-dental
bank
auto service
existing St Vincent's Hospital
barnes road
to Portland ▷
beaverton - tigard freeway

also need way to get Barnes Rd Traffic to shopping Center area. Cannot weave across S. Bnd traffic from Sunset Hwy.

111


Sunset Hwy.
HWY


BARNES
SUNSET
HIGHWAY
STATE
SW.
PARKWAY
NO.
HIGHWAY
SW.
WILSHIRE
ST.
ST.
EASTRIDGE
SW.
STATE


ROAD
ES
HIGHWAY NO. 26
NO. 217
SW WILSHIRE ST.
N

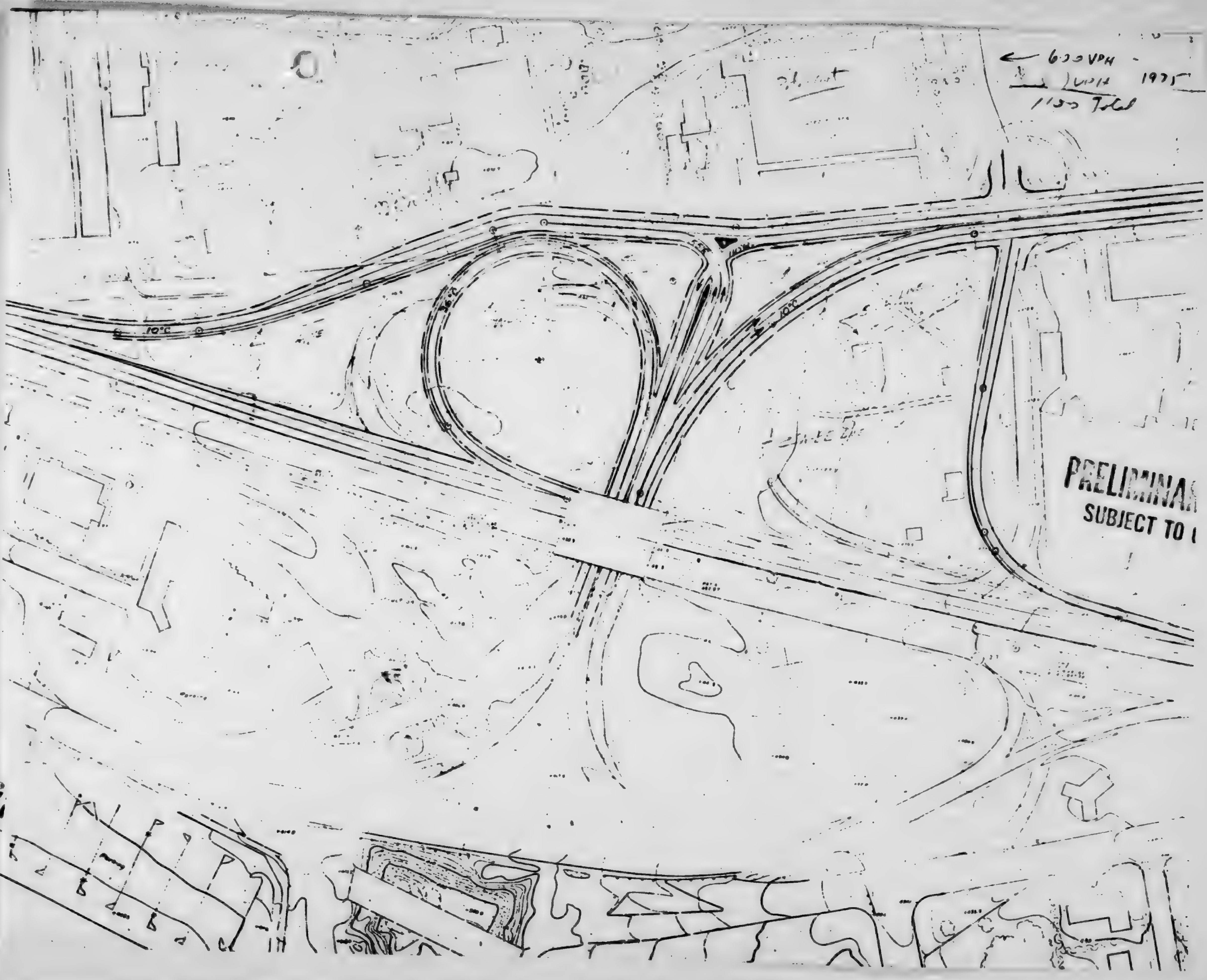
1" = 100'

WASHINGTON COUNTY
DEPARTMENT OF PUBLIC WORKS

PROPOSED INTERCHANGE OF
SW BARNES ROAD - SUNSET
HIGHWAY AND STATE HIGHWAY
N - 217
CR.

PROJECT NO.
DRAWN [illegible] BY DGS
CHECKED [illegible] BY AKG

APPROVED ____ BY ____



← 600 VPH - 1975
550 VPH
1150 Total

PRELIMINAR
SUBJECT TO

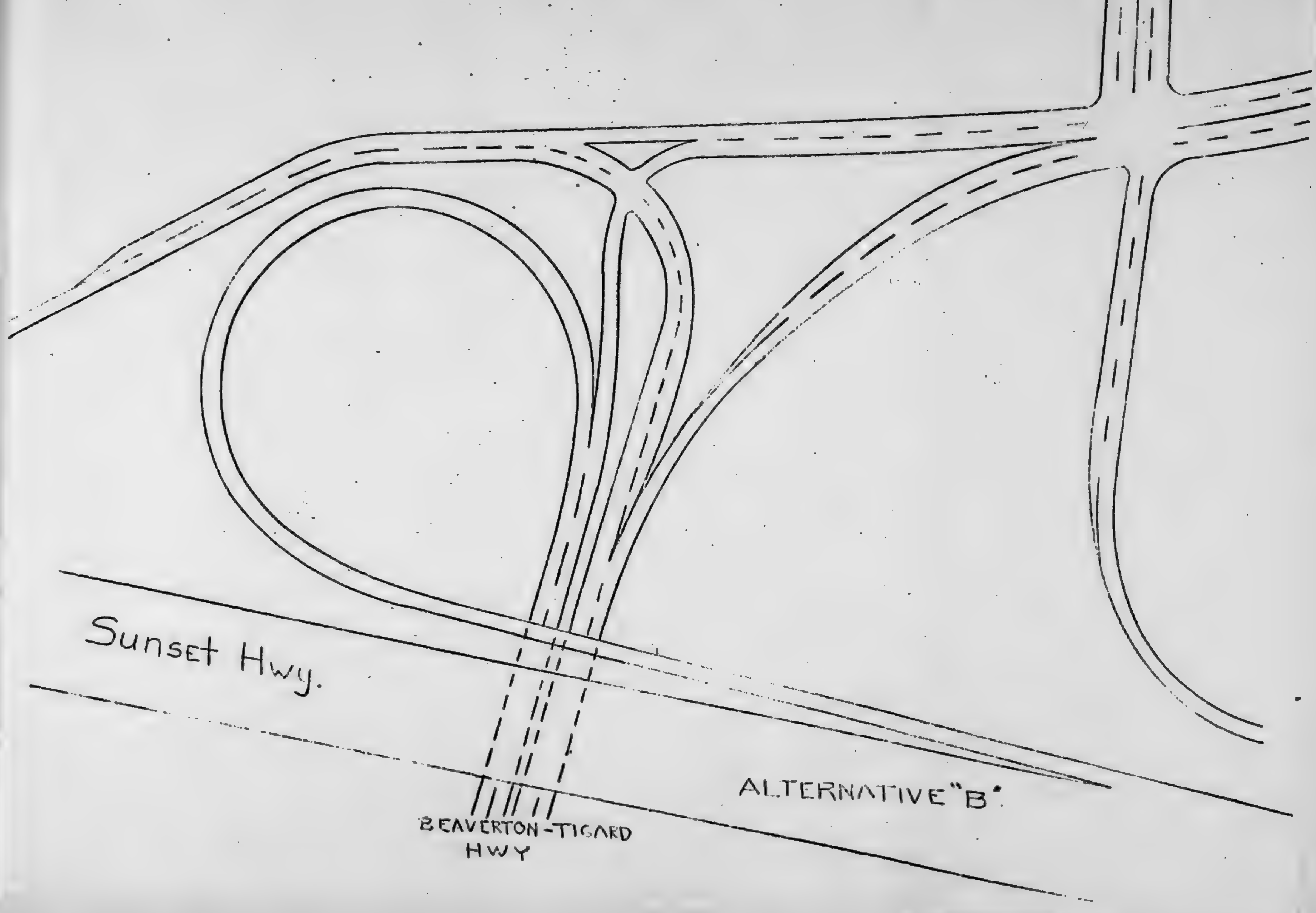

Sunset Hwy.
ALTERNATIVE "B"
BEAVERTON-TIGARD HWY

Table 1
SUNSET COMPLEX, BEAVERTON, OREGON, GENERATED TRAFFIC MOVEMENTS

Type of Facility	Size of Facility(1)	Direction of Movement	Evening Through-Traffic Peak Hours 5:00-6:00 P.M.	7:00-8:00 P.M.	8:30-9:30 P.M.
Regional Shopping Center	1,200,000	Inbound	1,800	3,240	600
		Outbound	2,040	1,800	4,080
Medical-Dental Offices	266,000	Inbound	110	95	55
		Outbound	695	70	60
Convalescent Hospital	150 Beds	Inbound	70	100	10
		Outbound	70	100	50
Office Complex	220,000	Inbound	60	-	-
		Outbound	515	-	-
Banks and Savings and Loan	20,000	Inbound	320	190	-
		Outbound	320	190	-
Food Markets, Small Service Business and Regional Auto Center	204,000	Inbound	400	220	100
		Outbound	400	220	150
Restaurants	45,000	Inbound	160	220	160
		Outbound	50	200	220
Service Stations (Auto)	5,400	Inbound	Not a Self-Generating Facility		
		Outbound			
Theater and Cultural Auditorium	850 Seats	Inbound	50	300	300
		Outbound	50	100	100
Multi-Family Residential	400 Units	Inbound	200	100	60
		Outbound	80	90	40
Total:		Inbound	3,170 2380	4,465 3350	1,285 960
		Outbound	4,220 3165	2,770 2080	4,700 3525

(1)Facility size given in square feet unless otherwise noted.

Per Donald Dwyer 1/24/74
{ Use 25% reduction —
50/50 split w/ Cedar Hills Blvd

OTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

95

DATE 8/14/79

PREFIX

ENTIFICATION

ROJECT NAME: Sunset Highway @ Beaverton-Tigard Highway Interchange

IGHWAY NAME: Sunset

HIGHWAY NUMBER: 47

EGION: 1

ADMINISTRATIVE DISTRICT:

COUNTY: Washington

CITY:

ENGTH: 0.0

MILEPOST NUMBER: 69.2 TO

☐ RURAL ☒ URBAN

OCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

YPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4)

ETHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☒ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

ROJECT DESCRIPTION

Rebuild the interchange to accommodate future Barnes Road traffic and to reduce congestion which causes traffic to back up on the Sunset Highway. Provide free movement for major directional traffic flows. Install two traffic signals on Barnes Road.

- TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 ~ 58,500 (Sunset Hwy.)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☒ ↔	☒
PROPOSED	☐	☐	☐	☒ ↔	☒	☐

ESIGN SPEED (MPH):

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Sunset Hwy 4-12' Beav.-Tigard Hwy. 4-12'	Same
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☐	☒
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☐	☒
Drainage	☒	☐	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☐	☒
Relocations	☒	☐	☐

	YES	NO	MAYB
Right of Way (cont.) Improvements	☒	☐	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☐	☒
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☒	☐	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☒	☐	☐
Public Hearing ______	☒	☐	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type All

	YES	NO	MAY
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☐	☒
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☐	☒
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	7.0
DESIGN APPROVAL/FINAL EIS	( )	8.0
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

- SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

- TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

- PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	500,000	
RIGHT OF WAY	7,100,000	
TRAFFIC CONTROL	100,000	
ILLUMINATION		
STRUCTURES	1,000,000	
RAILROAD		
ROADWAY	6,000,000	
OTHER ______		
ENGINEERING & CONTINGENCIES	300,000	
PROJECT TOTAL	15,000,000	

SUBMITTED BY ______________________________

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 79-63

AUTHORITY FOR SURVEY

ction Sunset Hwy. @ Beaverton-Tigard Hwy. Interchange

Date September 13, 1979

Highway Sunset

Authorization No. 1

County Washington

Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.: M.P. 69.2, Sunset Highway.

Proposed: Rebuild interchange to accommodate future Barnes Rd. traffic and alleviate congestion. Provide two traffic signals at Barnes Road.

Purpose of Survey: State to perform field survey, prepare environmental documents, plans, specifications, estimate of cost and complete PS&E, handle citizen involvement and hold public hearings.

Estimate of cost: $15,000,000
Category 2
Funding e(4)

		Estimate of Cost
Field Survey	(901)	215,800
Citizen Participation	(902)	15,000
City of County	(903)	
Consultant	(904)	
Final Design	(905)	45,000
Bridge Design	(906)	35,000
Preliminary Design	(907)	10,000
R/W Description	(909)	500
Soils & Geology	(910)	800
Traffic	(911)	7,000
Landscape	(912)	3,500
Liaison R/W	(913)	2,000
Utility	(914)	2,500
Photogrammetry	(916)	
Location Studies	(918)	1,000
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	3,000
Environmental	(923)	122,000
Air Quality Monitoring	(925)	25,000
Foundation Exploration	(926)	3,500
Seminars	(950)	
Hearings	(980)	8,000
Equal Opportunity	(985)	
Advisory Committees	(986)	
Admin. Services	(922)	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$500,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval
CURTIS H. DUVAL, Metro ~~Location~~ Engineer

Recommended for Approval:

M. J. Klotz
Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23004-354

STATE OF OREGON **INTEROFFICE MEMO**

METRO TECHNICAL SERVICES 238-8231
DEPT. TELEPHONE

TO: D.H. MOEHRING Attn: D.E. Swan
Ass't State Highway Engineer

DATE: September 25, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Sunset Hwy. @ Beaverton-Tigard Hwy. Interchange
Reconstruction and Signalization
Sunset Highway
Washington County
Planning File 79-63

Here is our programming packet on the subject project. Included are:

- project request
- authority for survey
- environmental assessment
- location prospectus
- Metro (MSD) Resolution 79-94

To TERPIN
10-2-79

This is an I-505 Interstate Transfer project. It is listed as a "Category D" project on Page 56 in the final draft of the FY 80 MSD TIP.

item 297

In order to initiate preliminary engineering on this project, the Metro (MSD) Council will approve, at their meeting on September 27, the borrowing of $250,000 (federal funds) from the Westside Transitway Reserve (which is funded by Mt. Hood withdrawal funds). The proposed Metro Resolution 79-94 is attached.

We are requesting approval of preliminary engineering at this time. However, construction for this project has been included in the preliminary Six Year Program (page 12, line L109).

Please request FHWA approval of $500,000 for preliminary engineering. However, we should only request authorization of $250,000 (federal funds) in accordance with the Metro resolution. The remainder of the required preliminary engineering money can be requested when needed, following the I-505 withdrawal. ← Note:

js

Attachments

TEC 294,200
FT 250,000

cc: F.E. Terpin
Metro Technical Services Units

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
[illegible] 1 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

To Type
10-8-79
Z

OHI 0001

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION: Date: 9/26/79

Proposed Section: Sunset Hwy. @ Beaverton-Tigard Hwy. Interchange Region: I/Metro
Highway: Sunset St. Hwy. No. 47 M.P. 69.2 to M.P. ____ Length: 0.0
County(s): Washington (Attach Sketch Map)
Recommended Construction Date: March, 1983 Proposed 6 YP 1983
Method of Doing Work: Contract X St. Force ____ Other ____

B. FINANCING

☐ Postpone
☒ Cancel

Section		Year	Funds Available
I-505 Industrial Freeway	Current 6 YP	1982/83	$15,000,000
	Recommend		
	Current 6 YP		
	Recommend		

If not one of the above - Recommended Financing: ____

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year 1978)		Proj. Traffic (Year 2000)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	Interchange						n/a	E-F		
Proposed Facility:									n/a	D-E

D. DEFINE THE PROBLEM: Extreme peak-hour congestion due to volume exceeding capacity.

E. PROPOSED SOLUTION: Reconstruction of the interchange to allow free movement for major directional traffic flows.

F. REASON FOR REQUEST AT THIS TIME: Funding will be available from the I-505 Interstate Transfer. To initiate PE at this time, the Metropolitan Service District will authorize using $250,000 (federal) Mt. Hood Transfer funds borrowed from the Westside Transitway Reserve.

G. COST ESTIMATE

Roadway Work	$
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	
Structures	
Other (Define) ____	
Preliminary Engineering (By Whom) ODOT (Metro)	$500,000
TOTAL	$ $500,000

H. REQUESTED BY: ____
Region Engineer or Section Head

Approval/Disapproval ____ State Highway Engineer ____ Date

Approval/Disapproval ____ Asst. Director for Operations ____ Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

BEFORE THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING FEDERAL FUNDS FOR PRELIMINARY ENGINEERING ON THE SUNSET/ HWY 217 INTERCHANGE PROJECT	))))))	RESOLUTION NO. 79-94 Introduced by the Joint Policy Alternatives Committee on Transportation

WHEREAS, The CRAG Board of Directors in BD 781213 reserved a portion of I-505 withdrawal funds for the Sunset/Hwy 217 interchange project; and

WHEREAS, This action is contingent upon USDOT approval of the I-505 withdrawal; and

WHEREAS, ODOT has requested that federal funds for Preliminary Engineering (PE) be authorized on this project; and

WHEREAS, It is understood that a Systems Planning Report describing how this project relates to the overall transportation system will be prepared by Metro before preliminary engineering commences; now, therefore,

BE IT RESOLVED,

1. That $250,000 is authorized for PE on the Sunset/Hwy 217 project. This would be accomplished by borrowing from the Westside Transitway Account (funded by Mt. Hood withdrawal funds). These funds are to be repaid from I-505 funds reserved for the Sunset/217 Interchange project once the I-505 withdrawal is approved.

2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect the funding authorization.

3. That the Metro Council finds the projects in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 approval.

ADOPTED by the Council of the Metropolitan Service District this 27th day of September, 1979.

M L Burton
Presiding Officer

CWO:bk
5128A
0033A

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 9, 1979

In Reply Refer to
File No. PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00026
Project No. IX-27-2(5)
Beaverton/Tigard Hwy. Intchge. Sec.
Washington County

Attached is support data consisting of PR-1 forms, project maps and copy of Authority for Survey.

I request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $500,000 with Federal funds of $425,000. But, at this time only obligate $250,000 of Federal funds to cover a cost of $294,200. Some time in the future obligation of the additional $175,000 of Federal funds will be requested.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work and archeological salvage in accordance with the Oregon Action Plan, Federal Regulations & Statutes.

These requests are based on October 19 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval will be forwarded upon receipt.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Reg. 1
Gary Zehner, w/att.

Form 734-3122

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMEN
BUREAU OF

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. November 9, 1979

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 26, Jct. SR 217 21 65	ADT	PRESENT 58,500	FUTURE --- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon

STATE CODE 41 (2) (3)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX - 14 23	NUMBER 27-2 7	SEQ. NO. (5) 13

CARD 4
CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded
NAME OF URBAN AREA 17-31 Portland
COUNTY NAME Washington CODE 067 (14) (16)
ROUTE NO. P FEDERAL-AID 27 (32) STATE 47 (36) (37) U.S. 26 (41)
PRO ☐

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS	CHAR PROP (Full
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE** TOPICS		"Beaverton/Tigard Hwy. Intchge. Section"	0.0	500,000	425,000	75,000	---	Util. pre archeolog
5					**ROW**				(7,100,000)				
5					**CONST** (CODE) Y008				(7,400,000)				

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	500,000 (16) (23)	425,000 (24) (33)	75,000	---	
1	14	PROGRAM APPROVAL DATES 10-4-79					REMARKS		

over

USCOMM DUSC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.

FORM PR-1
(REV. 4-61)

November 9, 1979

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 26, Jct. SR 217		58,500	---	---	10	Oregon	41	823	00026

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
Engineering								IX -	27-2	(5)		

FUNDS
ubstitutions General Funded

EA
and

COUNTY NAME: Washington CODE 067

ROUTE NO. P FEDERAL-AID 27 STATE 47 U.S. 26

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE TOPICS		"Beaverton/Tigard Hwy. Intchge. Section"	0.0	500,000	425,000	75,000	---	Util. prep. work & archeological salvage
ROW				(7,100,000)				
CONST (CODE) Y008				(7,400,000)				
ED BY JLG		PROJECT TOTALS	0.0	500,000	425,000	75,000	---	

M APPROVAL DATES 10-4-79

REMARKS

over

USCOMM DUSCOMM-DC 48905-P61

Beaverton/Tigard Hwy. Interchange Section
Project No. IX-27-2(5)

Existing Facility: Half-cloverleaf interchange (N half never completed)
Sunset Hwy. - 4 Lane bit. surf. roadway.
Beaverton-Tigard Hwy. - 4 Lane bit. surf. roadway.

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work and archeological salvage for future reconstruction of the interchange to allow free movement for major directional traffic flows.

Right-of-Way: Additional needed.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring EIS concurred in by FHWA on October 16, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - A-95 review conclusions dated ____________.
b) Dist. 2 Clearinghouse - Satisfied by inclusion in MSD TIP.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, Federal Regulations and Statutes.

NOTE:
1) This project is in Congressional District No. 1.
2) Included in MSD FY '80 AE/TIP page 166 item 292 and Resolution 79-94.
3) State Clearinghouse PNRS #7911-2-060.

PLANNING FILE NO.

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Sunset Hwy. @ Beaverton-Tigard Hwy. Interchange
Date: May 15, 1980
Highway: Sunset
Authorization No. 2
County: Washington
Survey Prefix: 034-1917 (Assigned by Salem office)

Description of termini, route, length, etc.: M.P. 69.2, Sunset Highway

Proposed: Rebuild interchange to accommodate future Barnes Road traffic and alleviate congestion. Provide two traffic signals at Barnes Road.

Purpose of survey: State to perform field survey, prepare environmental documents, plans, specifications, estimate of cost and complete PS & E, handle citizen involvement and hold public hearings.

Estimate of cost: ~~$46,000~~ 7,400,000

Funding: e(4)

Category 3 NM

		Estimate of Cost
Field Survey as per Duval 6/12/80	(901)	~~$56,000~~ 40,000
Citizen Participation	(902)	15,000
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	5000
Preliminary Design as per Duval 6-13-80	(907)	~~115,000~~ 85200
R/W Description	(909)	
Soils & Geology	(910)	800
Traffic For phase I as per Schwab 6-12-80 -L	(911)	~~20,000~~ 13000
Landscape	(912)	
Liaison R/W	(913)	2,000
Utility	(914)	2,500
Photogrammetry	(916)	
Location Studies	(918)	1,800
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	
Administrative Services	(922)	200
Environmental	(923)	85,000
Air Quality Monitoring	(925)	15,000
Foundation Exploration	(926)	3,500
Seminars	(950)	2,000
Hearings	(980)	8,000
Equal Opportunity	(985)	
Advisory Committees	(986)	

on 6 year program $ 7,400,000

Modified for Phase I (Phase I SA #1 Rev #2)

Total estimated cost of survey ~~305,000~~ 279,200	~~$312,000~~
Previous authorization	279,200
Additional authorization requested ~~25,800~~ 0	~~32,800~~
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

MAX J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

AUTHORITY FOR SURVEY (CHI0001)

Section Sunset Hwy. @ Beaverton-Tigard Hwy. Interchange
Highway Sunset
County Washington

Date October 15, 1979
Authorization No. 1 (Revised)
Survey Prefix 034-1917 (Assigned by Salem office)

Description of termini, route, length, etc.: M.P. 69.2, Sunset Highway.

Proposed: Rebuild interchange to accommodate future Barnes Rd. traffic and alleviate congestion. Provide two traffic signals at Barnes Road.

Purpose of Survey: State to perform field survey, prepare environmental documents, plans, specifications, estimate of cost and complete PS&E, handle citizen invovlement and hold public hearings.

IX-27-2(12)
1-30-80
Through Design Approval Only

Estimate of cost: $46,000
Funding: e(4)
Category 3 NM

		Estimate of Cost
Field Survey	(901)	$151,000
Citizen Participation	(902)	15,000
City of County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	800
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	2,000
Utility	(914)	2,500
Photogrammetry	(916)	
Location Studies	(918)	1,000
Engr. Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	
Admin. Services	(922)	200
Environmental	(923)	80,000
Air Quality Monitoring	(925)	15,000
Foundation Exploration	(926)	3,500
Seminars	(950)	
Hearings	(980)	8,000
Equal Opportunity	(985)	
Advisory Committees	(986)	

OTC Approval 10-9-79

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

FOR Phase I

279,500

Total estimated cost of survey	$ 280,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:
Location Engineer

Approved:
Ed Hunter
Assistant State Highway Engineer

SP-12704-73

Planning File No. 79-63

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Sunset Hwy. @ Beaverton-Tigard Hwy. Interchange
Date September 13, 1979
Highway Sunset
Authorization No. 1
County Washington
Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.: M.P. 69.2, Sunset Highway.

auto [illegible] [illegible] 6-11-80 for completed proj

Proposed: Rebuild interchange to accommodate future Barnes Rd. traffic and alleviate congestion. Provide two traffic signals at Barnes Road.

Purpose of Survey: State to perform field survey, prepare environmental documents, plans, specifications, estimate of cost and complete PS&E, handle citizen involvement and hold public hearings.

Estimate of cost: $15,000,000
Category 2
Funding e(4)

		Estimate of Cost
Field Survey	(901)	215,800
Citizen Participation	(902)	15,000
City of County	(903)	
Consultant	(904)	
Final Design	(905)	45,000
Bridge Design	(906)	35,000
Preliminary Design	(907)	10,000
R/W Description	(909)	500
Soils & Geology	(910)	800
Traffic 20,000	(911)	~~7,000~~
Landscape	(912)	3,500
Liaison R/W	(913)	2,000
Utility	(914)	2,500
Photogrammetry	(916)	
Location Studies 1,800	(918)	~~1,000~~
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	3,000
Environmental	(923)	122,000
Air Quality Monitoring	(925)	25,000
Foundation Exploration	(926)	3,500
Seminars 2000	(950)	
Hearings	(980)	8,000
Equal Opportunity	(985)	
Advisory Committees	(986)	
Admin. Services	(922)	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

For All phases

Total estimated cost of survey ~~515,800~~ 515,800 . $ ~~500,000~~
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-334

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8354
Date: ~~May 15, 1980~~
6-13-80
File No: 34-1917

TO: FRANK TERPIN
Location Engineer - Salem

FROM: CURT DUVAL Curt Duval
Metro Location Engineer

SUBJECT: Sunset Highway @ Beaverton-
Tigard Highway Interchange
Prefix: 34-1917

Please find enclosed for your approval, Authority for Survey No. 2 for subject project.

Out of the $32,800 increase, $15,000 is caused by not programming funds for traffic, function 911 and seminars, 950 function in Authorization No. 1 revised. The remaining $17,800 increase is caused by a request by FHWA to increase the alternatives to be studied. The alternatives to be studied are listed below:

1a: No-Build, without Barnes Road Extension
1b: No-Build, with Barnes Road Extension, tying into Barnes Road east of the interchange.
2a: Build, without Barnes Road Extension.
2b: Build, with Barnes Road Extension, east of the interchange.
3: Build, with Barnes Road Extension tying into the interchange with two optional designs for the interchange itself.

pq

Enclosure

6-6-80
Klotz says to use 6 year program est for const est on SA L
6-12-80
Schwob says that only 13,000 will be needed for Phase I (907)
6-12-80
A. Olson is doing almost all of PE work w/no funds allot.
901 is going to have min. work w/156,000 allot
Need to change this cost distr.
Costs Spent Through Apr. 30-1980 = 32,806
6-13-80
Duval splits cost as: (901) $40,000 : (907) 116,000 L

RECEIVED
MAY 22 1980
LOCATION
SECTION

REFERRED TO
Pb
By Location Engineer

Form E-3 (Rev. 9-71)

PLANNING FILE NO. ________

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Sunset Hwy. @ Beaverton-Tigard Hwy. Interchange
Date: May 15, 1980
Highway: Sunset
Authorization No. 2
County: Washington
Survey Prefix: 034-1917 (Assigned by Salem office)

Description of termini, route, length, etc.: M.P. 69.2, Sunset Highway

Proposed: Rebuild interchange to accommodate future Barnes Road traffic and alleviate congestion. Provide two traffic signals at Barnes Road.

Purpose of survey: State to perform field survey, prepare environmental documents, plans, specifications, estimate of cost and complete PS & E, handle citizen involvement and hold public hearings.

Estimate of cost: ~~$46,000~~ 7,400,000

Funding: e(4)

Category 3 NM

		Estimate of Cost
100 Field Survey as per Duval 6/13/80	(901)	~~$[illegible],000~~ 10,000
Citizen Participation	(902)	15,000
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design as per Duval 6-13-80	(907)	116,000
R/W Description	(909)	
Soils & Geology	(910)	800
Traffic For phase I as per Schwab 6-12-80 L	(911)	~~20,000~~ 13000
Landscape	(912)	
Liaison R/W	(913)	2,000
Utility	(914)	2,500
Photogrammetry	(916)	
Location Studies	(918)	1,800
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	
Administrative Services	(922)	200
Environmental	(923)	85,000
Air Quality Monitoring	(925)	15,000
Foundation Exploration	(926)	3,500
Seminars	(950)	2,000
Hearings	(980)	8,000
Equal Opportunity	(985)	
Advisory Committees	(986)	

on 6 year program $7,400,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	305,000 $~~312,000~~
Previous authorization	279,200
Additional authorization requested	25,800 ~~32,800~~
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
MAX J. KLOTZ, Metro Technical Services Engineer

SP*72084-734

Recommended for Approval: ________ Location Engineer

Approved: ________ Assistant State Highway Engineer

11-24-80
talked w/ Duval — we decided to adjust this auth request down to 294,200 (Fed Approv amt) and wait to go to UMPTA when we need more than $9000
we have already told UMPTA we will be needing 500000 to complete but asked for obligation of only 294,200 at this time
L

Planning File No. 79-83

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY (CHI0001)

Section Sunset Hwy. @ Beaverton-Tigard Hwy. Interchange
Highway Sunset
County Washington

Date October 15, 1979
Authorization No. 1 (Revised)
Survey Prefix 034-1917
(Assigned by Salem office)

Description of termini, route, length, etc.: M.P. 69.2, Sunset Highway.

Proposed: Rebuild interchange to accommodate future Barnes Rd. traffic and alleviate congestion. Provide two traffic signals at Barnes Road.

Purpose of Survey: State to perform field survey, prepare environmental documents, plans, specifications, estimate of cost and complete PS&E, handle citizen invovlement and hold public hearings.

Estimate of cost: $46,000
Funding: e(4)
Category 3 NM

IX-27-2(~~12~~ 5)
1-30-80
through Design Approval Only
294,200

		Estimate of Cost
Field Survey	(901)	$151,000
Citizen Participation	(902)	15,000
City of County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	800
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	2,000
Utility	(914)	2,500
Photogrammetry	(916)	
Location Studies	(918)	1,000
Engr. Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	
Admin. Services	(922)	200
Environmental	(923)	80,000
Air Quality Monitoring	(925)	15,000
Foundation Exploration	(926)	3,500
Seminars	(950)	
Hearings	(980)	8,000
Equal Opportunity	(985)	
Advisory Committees	(986)	

OTC Approved 10-9-79

Total estimated cost of survey	279,200 $280,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:
Location Engineer

Approved:
Ed Hunter
Assistant State Highway Engineer

SP 12704-734

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services 238-8354
DEPT. TELEPHONE

TO: FRANK TERPIN
Location Engineer - Salem

DATE: October 16, 1979

FROM: Curtis H. Duval
CURTIS DUVAL
Metro Location Engineer

SUBJECT: Sunset Hwy. @ Beaverton-Tigard
Highway Interchange
Sunset Highway
Washington County
Planning File No. 79-63

Enclosed per your request, a revised Authority for Survey reflecting the actual dollars presently available for the project.

Please expedite processing this authority as we need approval by December 1, 1979 so air monitoring can start. Otherwise, we may have a one (1) year delay in the project.

pq

Enclosure

HOLD SURVEY AUTH. UNTIL PROG. APPROVAL
MAX KLOTZ HAS BEEN ADVISED
THAT THIS MAY NOT OCCUR
UNTIL EARLY IN 1980

10/24/79

[illegible] [illegible] [illegible]
1-24
[illegible] 1-30-80

RECEIVED
OCT 18 1979
LOCATION SECTION

(Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 79-63

AUTHORITY FOR SURVEY

Section Sunset Hwy. @ Beaverton-Tigard Hwy. Interchange

Date September 13, 1979

Highway Sunset

Authorization No. 1

County Washington

Survey Prefix (Assigned by Salem office)

auth needed
expiring 5-12-80
for completed proj

Description of termini, route, length, etc. M.P. 69.2, Sunset Highway.

Proposed: Rebuild interchange to accommodate future Barnes Rd. traffic and alleviate congestion. Provide two traffic signals at Barnes Road.

Purpose of Survey: State to perform field survey, prepare environmental documents, plans, specifications, estimate of cost and complete PS&E, handle citizen involvement and hold public hearings.

Estimate of cost: $15,000,000
Category 2
Funding e(4)

			Estimate of Cost
Field Survey		(901)	215,800
Citizen Participation		(902)	15,000
City of County		(903)	
Consultant		(904)	
Final Design		(905)	45,000
Bridge Design		(906)	35,000
Preliminary Design		(907)	10,000
R/W Description		(909)	500
Soils & Geology		(910)	800
Traffic	20000—	(911)	7,000
Landscape		(912)	3,500
Liaison R/W		(913)	2,000
Utility		(914)	2,500
Photogrammetry		(916)	
Location Studies	,800—	(918)	1,000
Engr. Graphics		(919)	
Office Engineer		(920)	200
Specifications		(921)	3,000
Environmental		(923)	122,000
Air Quality Monitoring		(925)	25,000
Foundation Exploration		(926)	3,500
Seminars	2000—	(950)	
Hearings		(980)	8,000
Equal Opportunity		(985)	
Advisory Committees		(986)	
Admin. Services		(922)	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey 538200 515,800 $500,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

M. J. Klotz
Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23804-334

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-27-2(5)

STATE PROJECT NO.: See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.: 00026

ITEM NO.:

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Copients
Gifford
Loastrom
Trout
M. Kloty
J. Rose
G. Zehner
D. Long

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1-30-80

FEDERAL ROUTE NUMBER: Primary 27

STATE ROUTE NUMBER: Primary 47

GENERAL LOCATION:

Beaverton/Tigard Highway Interchange Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) All phases of PE necessary to obtain an adopted final EIS

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-9-79, you are now authorized to proceed with the work as shown above at a TEC of $294,200 with Federal participation limited to $250,000.

(Advice dated 1-24-80)

DATE: 1-30-80

SIGNATURE OF APPROVING OFFICIAL: G. K. H

TITLE: for Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX 34-1917

1 - IDENTIFICATION

PROJECT NAME: Sunset Highway @ Beaverton-Tigard Highway Interchange

HIGHWAY NAME: Sunset

HIGHWAY NUMBER: 47

REGION: 1

ADMINISTRATIVE DISTRICT:

COUNTY: Washington

CITY:

LENGTH: 0.0

MILEPOST NUMBER: 69.2 TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☒ SIGN ☒ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Reconstruct the northerly half of the interchange to provide free flow of traffic between the Sunset Freeway and the Beaverton/Tigard Freeway. The project will include providing access to the existing Barnes Road as well as to the projected extension of Barnes Road to the west.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 58,500 (Sunset Hwy)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☒ ↔	☒
	PROPOSED	☐	☐	☐	☒ ↔	☒	☐

DESIGN SPEED (MPH):

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Sunset Highway four - 12' Beaverton-Tigard Hwy four - 12'	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☒	☐	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☐	☒
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☐	☒
Drainage	☒	☐	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☐	☒
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☐	☒
Relocations	☒	☐	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☒	☐	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☒	☐	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☒	☐	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☒	☐	☐
Public Hearing ______	☒	☐	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type All

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☐	☒
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	6.0
DESIGN APPROVAL/FINAL EIS	( )	6.0
RIGHT-OF-WAY DESCRIPTIONS	( )	2.0
RIGHT-OF-WAY ACQUISITION	( )	12.0
P.S. & E. DOCUMENTS	( )	10.0

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

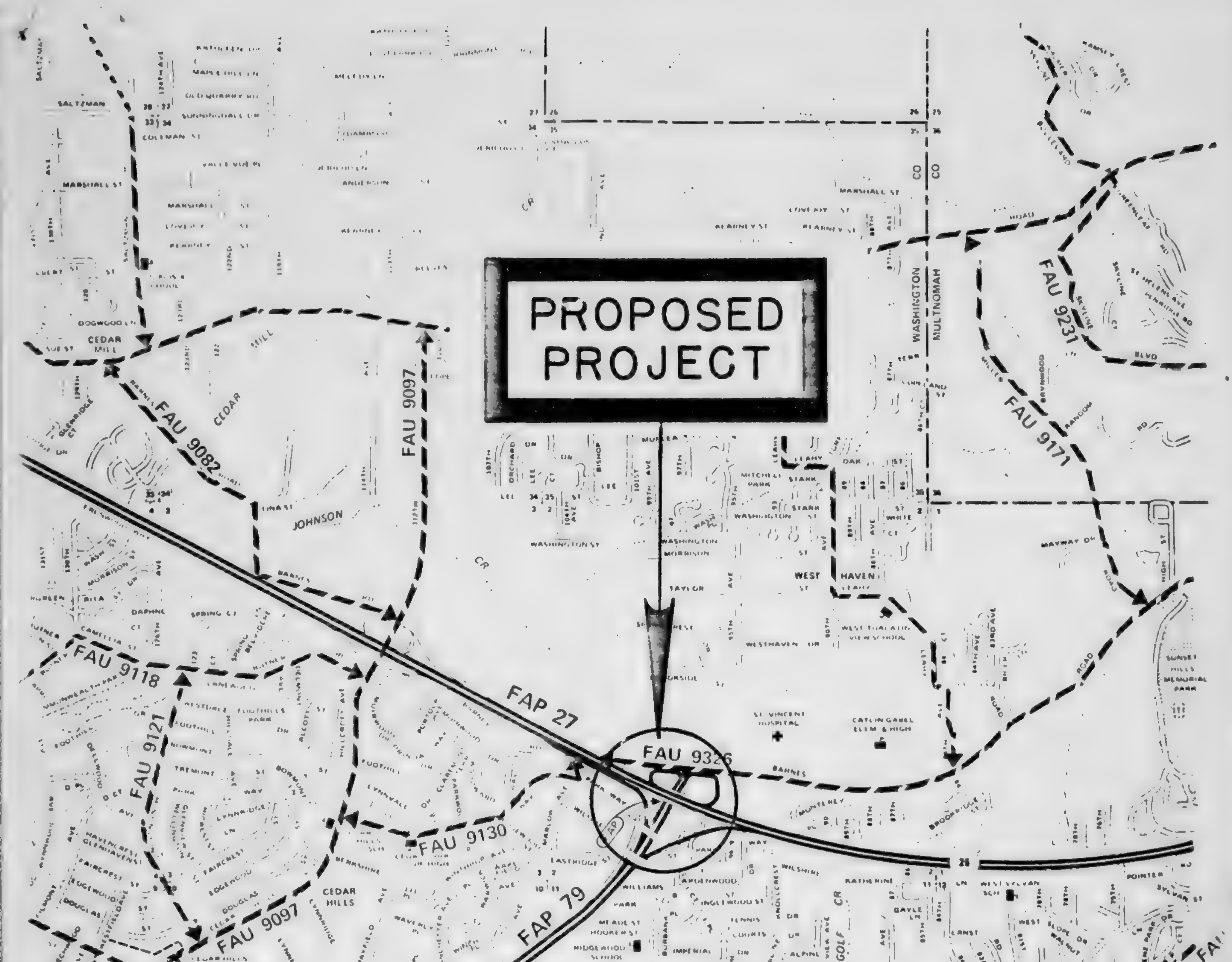
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 500,000	$ 500,000
RIGHT OF WAY	7,100,000	5,000,000
TRAFFIC CONTROL	100,000	120,000
ILLUMINATION		200,000
STRUCTURES Inc. E and C	1,000,000	2,660,000
RAILROAD		
ROADWAY	6,000,000	5,820,000
OTHER Temporary traffic protection		400,000
ENGINEERING & CONTINGENCIES	300,000	300,000
PROJECT TOTAL *	$15,000,000	$15,000,000

* Authorization available in MSD TIP

SUBMITTED BY ____________________


PROPOSED PROJECT
FAP 27
FAP 79
FAU 9326
FAU 9082
FAU 9097
FAU 9118
FAU 9121
FAU 9130
FAU 9070
FAU 9136
FAU 9127
FAU 9228
FAU 9213
FAU 9219
FAU 9225
FAU 9231
FAU 9171
FAU 9234
FAU 9133
CEDAR MILL
CEDAR HILLS
JOHNSON
WEST SLOPE
WEST HAVEN
WASHINGTON CO
MULTNOMAH CO
SALTZMAN
MARSHALL ST
CEDAR
BARNES
CANYON
BEAVERTON
HILLSDALE
RALEIGH HILLS
ST VINCENT HOSPITAL
CATLIN GABEL ELEM & HIGH
SUNSET HILLS MEMORIAL PARK
217
26
8
10

Form E-30 (Rev. 6-73)
7[illegible]

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Sunset Highway & Beaverton-Tigard Hwy Intch.
Date December 4, 1980
Highway Sunset #47
Authorization No. 2
County Washington #34
Survey Prefix 34-1917 (Assigned by Salem office)

Description of termini, route, length, etc.:
M.P. 69.2, Sunset Highway

Proposed: Rebuild interchange to accommodate future Barnes Road traffic and alleviate congestion. Provide two traffic signals at Barnes Road.

Purpose of Survey: State to perform field survey, prepare environmental documents, plans, specifications, estimate of costs, complete PS & E, handle citizens involvement, & hold public hearings.

Purpose of survey:

Estimate of Costs:

Resident Engineer	(901)	$35,000
Citizens Participation	(902)	15,000
Preliminary Design	(907)	111,000
Soils & Geology	(910)	800
Traffic	(911)	12,200
R/W Liaison	(913)	2,000
Utility Liaison	(914)	2,500
Recon. & Hydrology	(918)	1,800
Project Management	(920)	200
Adm. Serv. (Eng.)	(922)	200
Environmental	(923)	85,000
Air Quality Monitoring	(925)	15,000
Found. Investigation	(926)	3,500
Training & Seminars	(950)	2,000
Hearings	(960)	8,000

Estimate of cost: 7,400,000

funding e(4)
Category 1

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
LOCATION

Total estimated cost of survey	$294,200
Previous authorization	280,000
Additional authorization requested	14,200
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Phillip Lewellyn by phone w/ C. Duval
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E [illegible]
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

9863

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: October 7, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D. E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 00026
Project No. IX272(14)
Beaverton/Tigard Highway
Interchange Section
Washington County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way map No. 1H-11-9 and relocation plans for the subject project. I request the following:

1) Approval of the relocation plans.

2) Authorization to proceed with appraisals on the entire project and actual acquisition of file 52909 at an estimated total cost of $291,000, with Federal funds of $247,350. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available or provided for each displaced family who are initial occupants, or adequate replacement dwellings will be available or provided for displaced families or individuals who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plans. Relocation assistance will be provided by the Metropolitan Right of Way Office at 5821 NE Glisan Street in Portland.

Form 734-3122

Our State Relocation Program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

Building demolition will be accomplished in accordance with our approved demolition plan.

This request is based on the October 19, 1979 letter to you from the Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was previously forwarded.

CL:ahb
Enclosures

cc J. B. Boyd
F. Lowe
E. Mershon
G. E. Zehner
General Files

W

Budget Bureau No. 41-R2867; Approv

U.S. DEPAR
BUR

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 10-7-82

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) US 26, Jct. SR 217	ADT	PRESENT 58,500	FUTURE	YEAR	REGION 10	STATE NAME Oregon	STA CO

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-way acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) IX	NUMBER 27-2	SEQ. (14)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitution Grants	COUNTY NAME Washington				CODE 067
	NAME OF URBAN AREA Portland	ROUTE NO. P	FEDERAL-AID 27	STATE 47	U.S. 26	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43	53		(54)	(59)	(67)		
5					PE		"Beaverton/Tigard Hwy. Interchange Section"					
5					ROW			0.0	4,100,000	(I-80N & I-505) 3,485,000	615,000	---
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY Cliff Laux	PROJECT TOTALS	0.0	4,100,000	3,485,000	615,000	---
1	14	PROGRAM APPROVAL DATES 10-4-79 9-25-81			(16)	(24)	REMARKS Additional Data: Item No. 00026; Pro No. IX-27-2(5).	

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.	FORM PR-1 (REV. 4-61) 10-7-82	**FEDERAL - AID PROGRAM DATA** (PPM 21-1)
O.		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 26, Jct. SR 217		58,500			10	Oregon	41	580	00026

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
t-of-way acquisition								IX	27-2	(14)		

AL FUNDS rstate Substitution Grants	COUNTY NAME Washington			CODE 067	PROGRAM STAGE ☐ 1 OR ☐ 2
AREA land	ROUTE NO. P	FEDERAL-AID 27	STATE 47	U.S. 26	

WORK CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW		"Beaverton/Tigard Hwy. Interchange Section"	0.0	4,100,000	(I-80N & I-505) 3,485,000	615,000	---	
	CONST (CODE)								
PARED BY Cliff Laux			PROJECT TOTALS	0.0	4,100,000	3,485,000	615,000	---	

GRAM APPROVAL DATES

10-4-79
9-25-81

REMARKS

Additional Data: Item No. 00026; Project No. IX-27-2(5).

-over

USCOMM DUSCOMM-DC 48905-P61

Beaverton/Tigard Hwy. Interchange Section
Project No. IX-27-2(14)

Project Data: Work consists of right-of-way acquisition, all phases including relocation assistance and building demolition, necessary for the future reconstruction of the interchange to allow free movement for major directional traffic flows.

CFR 23-771 Requirements: Final Environmental Impact Statement approved by FHWA on May 17, 1982.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Held on July 23, 1981.
b) Location/Design -- Approval granted by adoption of the FEIS.

Data for PR-37: Relocation Assistance

Moving Costs 8 Families	$ 4,000.00
Replacement Housing	110,000.00
Moving Costs 1 Business	108,500.00
Total	$222,500.00
Building Demolition Y0004	$ 9,000.00

NOTE:
1) This project is in Congressional District No. 1.
2) Included in MSD FY '82 AE/TIP, page 147, item 148
3) Financial Summary Federal funds I-80N -- $ 28,154.
I-505 -- 3,456,846

92c

STATE OF OREGON

INTEROFFICE MEMO

File: 34-1917

TO: F. E. TERPIN
Location Engineer

DATE: December 20, 1982

FROM: T. A. SPENCE
Plan & Program Manager

SUBJECT: Beaverton/Tigard Highway Interchange
Sunset Highway
Washington County

I request your approval of the attached Survey Authority No. 3 for the Beaverton/Tigard Highway Interchange on the Sunset HIghway. This is an Interstate Transfer project.

The existing authority for survey was written only to cover preliminary engineering through design approval. That approval was received on July 20, 1982. This authority is to complete the preliminary engineering.

We have filled in estimates for the region functions. The Location Section should review this and add estimates for the Salem offices. When the total preliminary engineering estimate is known, please contact Earl Mershon with the total so that we may request the needed federal funding from MSD for obligation during FY 1983.

Done 1-11-83

TAS:ECM:hw

Attachment

cc: J. D. McClure
C. H. Duval
J. R. Rose
R. J. Heard
R. C. Brooks

RECEIVED
DEC 21 1982
LOCATION
SECTION

REFERRED TO
Phil
By Location Engineer

81-125-1387

Contains
Recycled
Materials

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Beaverton/Tigard Highway Interchange, Sunset Highway

REGION
Metro

SURVEY AUTHORITY

AUTHORIZATION NO. ~~3~~

PREFIX 34-1917

DATE 12-9-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 85,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	8,000		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	1,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	3,000	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	2,000	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	2,000	
910 REGION GEOLOGIST	4,500		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	8,000		980 PUBLIC HEARING	15,500	
913 RIGHT-OF-WAY LIAISON	7,500		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	2,500		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$ 294,200
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-27-2(5)

LOCATION ENGINEER'S REMARKS

FHWA design approval on July 20, 1982.

This survey authority is to complete the preliminary engineering.

PREPARED BY Curtis H. Dugal	DATE 12-9-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X Edward [illegible]	DATE 12-19-82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to Program Management along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

The **PREFIX** will be entered in Salem for the first authorization.

Enter the **ESTIMATED COST** for each of the functions your office is responsible for. Region responsibilities are functions 901, 902, 903, 910, 913, 914, 926, 936, 938, 950, 955 and 980 (unshaded boxes). The Location Office will collect the estimates from the other Salem offices, fill in the **CURRENT AUTHORIZATION** column and **TOTALS.**

The **RIGHT OF WAY PREFIX** , **FEDERAL AID PROJECT NUMBER** and the **LOCATION ENGINEER'S REMARKS** will also be completed in Salem. In the signature block place the preparer's name and the Region Engineer's signature.

5

AUTHORITY FOR SURVEY # 3
PREFIX # 34-1917

Section Beaverton/Tigard Hwy Inch.

Highway Sunset
County Washington

Column A - Total Funds Needed to Complete Project
Column B - Total Funds Needed for Present Phase of Work

		SPENT THRU 11-15-82	SA# 2	ADD'L FUNDS REQUIRED TO COMPLETE PROJECT A	ADD'L FUNDS REQUIRED TO COMPLETE PROJECT B	AMOUNT NEEDED FOR A COMPLETED PROJECT A	AMOUNT NEEDED FOR A COMPLETED PROJECT B
Project Manager	901	73,668 ✓	35,000				~~85,000~~
Citizens Involvement	902	7849	15,000				8,000
Local Government	903	5		5			1,000
Consultants Fees	904						995
Final Design	905	5476 ✓			84000		90,000 ?
Bridge Design	906						50,000 ?
Preliminary Design	907	47,079 ✓	111,000		6000		53,000
R/W Descriptions	909	6360 ✓					7000
Region Geology	910	2912	800				4500
Traffic Section	911	17,854					45,000 ?
Landscape Department	912		12,200				12,000 ?
R/W - Liaison	913	7623 ✓	2000				8000
Region Utility Liaison	914	110	2500				2500 ?
Audit Services	915						100
Photogrammetry	916	4878					5000
Location	918	5783	1800				6000
Program Management	920	435	200				600
Specifications	921						6000
Adm. Services (Engineering)	922	13	200				200
Environmental Section	923	50,982	85,000				55,000 ?
DOT - Planning	924						
Air Monitoring	925	138	15,000				500
Structural Foundations	926	1356	3,500				~~8000~~
Bridge Design for Counties	927						
R/W Utility Engineer	932	87					300
Surfacing Engineer	933						1000
Chief Geologist	934	200					~~500~~
Soils Engineer	935						500
Region Traffic	936						3000
Hydraulics	937	3321 ✓					7600 ?
Region Environmental	938	1521					~~2000~~
Urban Studies Unit	949						
Training Courses	950	1961 ✓	2000				~~2000~~
Employee Reloc. Assistance	955						
Personal Leave	960	188					
Administrative Leave	961						
Public Hearing Charges	980	15266	8,000				15500
EEO Monitoring Expense	985						
	939	843 ✓					490 595
	TOTAL		294,200				~~400,795~~

amt est for completed proj on 9-13-79 = 515,800
amt approved for Phase I 294,200

1X-27-2(5)

1-30-80 294,200
Plus arch salvage
12-16-80 995
295,195 TEC

apparently 925 work used data previously collected on other projects

to Mershon 1-11-83

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

WASH Co. 79-76

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Beaverton/Tigard Highway Interchange, Sunset Highway

REGION: Metro Region

SURVEY AUTHORITY

*47

AUTHORIZATION NO.: 3

PREFIX: 34-1917

DATE: 3/5/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 125,000	$ 125,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 200	$ 200
902 CITIZEN'S INVOLVEMENT	9,000	9,000	916 PHOTOGRAMMETRY	4,900	4,900	934 GEOLOGY	2,000	2,000
903 LOCAL GOVERNMENT	200	200	918 LOCATION	6,000	6,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	1,000	1,000
905 FINAL DESIGN	73,000	73,000	920 PROGRAM MANAGEMENT	600	600	937 HYDRAULICS	5,700	5,700
906 BRIDGE DESIGN	85,000	85,000	921 SPECIFICATIONS	5,000	5,000	938 REGION ENVIRONMENT	2,500	2,500
907 PRELIMINARY DESIGN	52,000	52,000	922 ADMIN. SERVICES	200	200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	7,600	7,600	923 ENVIRONMENTAL SECTION	52,000	52,000	950 TRAINING	7,500	7,500
910 REGION GEOLOGIST	6,000	6,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	35,500	35,500	925 AIR MONITORING	200	200	960 PERSONAL LEAVE	200	200
912 LANDSCAPE	100	100	926 FOUNDATION	17,000	17,000	980 PUBLIC HEARING	16,000	16,000
913 RIGHT-OF-WAY LIAISON	10,000	10,000	927 FREE BRIDGE DESIGN			939	900	900
914 REGION UTILITY LIAISON	2,500	2,500	932 RAILROAD & UTILITIES	200	200			
						TOTALS	$ 528,000	$ 528,000
						PREVIOUS AUTHORIZATION		$ 294,200
						ADD. AUTH. REQUIRED		$ 233,800

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX-27-2(5)

LOCATION ENGINEER'S REMARKS

Additional 901 money is needed because this was a paper location estimate. Additional PE is being required for driveway concerns, and field work is being performed to close the various lines and to check cross section and other work.

Additional 910 and 926 monies are required because Region Geology functions were grossly under estimated.

Additional 913 money is needed since Tri-Met's involvement created additional cost.

Note: This is a new Authority #3 for subject project. The original Authority #3 was returned from Salem and was never approved.

PREPARED BY Norman S. Davis	DATE 3-19-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/3/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4-3-84
RECOMMENDED, LOCATION ENGINEER X	DATE 4/2/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to Program Management along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

The **PREFIX** will be entered in Salem for the first authorization.

Enter the **ESTIMATED COST** for each of the functions your office is responsible for. Region responsibilities are functions 901, 902, 903, 910, 913, 914, 926, 936, 938, 950, 955 and 980 (unshaded boxes). The Location Office will collect the estimates from the other Salem offices, fill in the **CURRENT AUTHORIZATION** column and **TOTALS.**

The **RIGHT OF WAY PREFIX** , **FEDERAL AID PROJECT NUMBER** and the **LOCATION ENGINEER'S REMARKS** will also be completed in Salem. In the signature block place the preparer's name and the Region Engineer's signature.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PRO 6

TO: Wayne F. Cobine
Project Unit Engineer

DATE: March 28, 1984

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Sunset Hwy @ Beaverton/Tigard Hwy Interchange
Sunset Highway
Washington County
034-1917
IX-27-2(5)

The preliminary engineering costs to develop the subject project exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following comments:

Additional funds are required by function 901 (Project Manager) for driveway concerns, to close various lines, to check cross sections, etc. Funds for functions 905 (Final Design) and 906 (Bridge Design) were not included on earlier estimates. Funds for other functions were adjusted to reflect actual expenditures.

The preliminary engineering costs are $528,000.

Attached is an itemization by P.E. function.

FET:RTN:ge
Attachment

cc w/att Ted Spence
" Norm Davis

528,000 - @ 85% ~ *448,800 -
Hold until May 1, 84.

PROGRAM SECTION a
PROJECT UNIT

PROGRAM UNIT
REFER TO F.A.
FOR Mod Agreement

81-125-1367

6½

IX-27-2(5)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
901	Project Manager	$ 35	000	$ 125	000
902	Citizens Involvement	15	000	9	000
903	Local Government				200
904	Consultant's Fees				
905	Final Design			73	000
906	Bridge Design			85	000
907	Preliminary Design	111	000	52	000
909	R/W Descriptions			7	600
910	Region Geology		800	6	000
911	Traffic Section	12	200	35	500
912	Landscape Department				100
913	R/W - Liaison	2	000	10	000
914	Region Utility Liaison	2	500	2	500
915	Audit Services				
916	Photogrammetry			4	900
918	Location	1	800	6	000
920	Program Management		200		600
921	Specifications			5	000
922	Adm Services (Engineering)		200		200
923	Environmental Section	85	000	52	000
924	DOT Planning				
925	Air Monitor	15	000		200
926	Structural Foundations	3	500	17	000
927	Bridge Design for Counties				
932	R/W Utility Engineer				200
933	Surfacing Engineer				200
934	Chief Geologist			2	000
935	Soils Engineer				
936	Region Traffic			1	000
937	Hydraulics			5	700
938	Region Environmental			2	500
949	Urban Studies Unit				
950	Training Courses	2	000	7	500
955	Employe Relocation Assist.				
960	Personal Leave				200
961	Administrative Leave				
980	Public Hearing Charges	8	000	16	000
985	EEO Monitoring Expense				
939	ARCHAEOLOGICAL INVESTIGATION				900
		$ 294	200	$ 528	000

SECTION: BEAVERTON/TIGARD HWY INTCHNG

HIGHWAY: SUNSET

COUNTY: WASHINGTON

PREFIX: 34-1917

3-27-84

AUTHORITY FOR SURVEY # 3
PREFIX # 34-1917

& PSE Doc
Both Stages

for pre design stage I & II
& for P.S.E. Doc
Stage I

Section Sunset Hwy @ Beaverton/Tigard Hwy
Highway Sunset
County Washington

Column A - Total Funds Needed to Complete Project
Column B - Total Funds Needed for Present Phase of Work

		SPENT THRU 12-15-83	SA# 2	ADD'L FUNDS REQUIRED TO COMPLETE PROJECT A	ADD'L FUNDS REQUIRED TO COMPLETE PROJECT B	AMOUNT NEEDED FOR A COMPLETED PROJECT A	AMOUNT NEEDED FOR A COMPLETED PROJECT B
Project Manager	901	74 044	35,000			215 800	
Citizens Involvement	902	7844	15000			15000	
Local Government	903	5					
Consultants Fees	904					995	995
Final Design	905	7108				45 000	45,000
Bridge Design	906	48				35000	
Preliminary Design	907	47079	111 000		6000	10000	
R/W Descriptions	909	6360				500	
Region Geology	910	2912	800			800	
Traffic Section	911	17 854	12,200			20,000	
Landscape Department	912					3500	
R/W - Liaison	913	7623	2000			2000	
Region Utility Liaison	914	110	2500			2500	
Audit Services	915						
Photogrammetry	916	4878					
Location	918	5783	1800			1800	
Program Management	920	435	200			200	
Specifications	921					3000	
Adm. Services (Engineering)	922	13	200			200	
Environmental Section	923	51 033	85,000			122,000	
DOT - Planning	924						
Air Monitoring	925	138	15,000			25,000	
Structural Foundations	926	1715	3500			3500	
Bridge Design for Counties	927						
R/W Utility Engineer	932	87					
Surfacing Engineer	933						
Chief Geologist	934	200					
Soils Engineer	935						
Region Traffic	936						
Hydraulics	937	3406					
Region Environmental	938	2044					
Urban Studies Unit	949						
Training Courses	950	1411	2000			2000	
Employee Reloc. Assistance	955						
Personal Leave	960	128					
Administrative Leave	961						
Public Hearing Charges	980	15 266	8000			8000	
EEO Monitoring Expense	985						
	939	843					
TOTAL		258 427	294,200			515,800	

1X-27-2(5)

1-30-82 294,200
12-16-80

Des Appvd 7-22-82

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 30, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 00026
Project No. IX-27-2(17)
Beaverton/Tigard Hwy. Intchge. Section
Sunset Highway
Washington County

Attached data consists of PR-1 forms with project maps and Preliminary Traffic Signal Warrant Calculation for three locations.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 28, 1984.

A copy of State Clearinghouse review conclusions was previously forwarded.

DRH:bkb
Attachments

cc: E.L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
Gary Zehner (w/attach.)
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approva

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-30-84

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPART
BUREA

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 — 65 US 26, Jct. SR 217	**ADT**	PRESENT 58,500	FUTURE (66) (70) ----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon	STAT CODE (2) 4

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 — 62 Chan., Traf. Sigs. & Structures	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 — 23 IX-	NUMBER 7 27-2	SEQ. N (17)

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME Washington	CODE (14) (16) 067
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. P	FEDERAL-AID 27 (32) · STATE 47 (36)(37) · U.S. 26 (41)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 — 46	53		(54) (58)	(59) (66)	(67) (75)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y008 Y031 X281 X223 SFTY	 (03) (12) (09) (08) (08)	"Beaverton/Tigard Hwy. Intchge. Sec."	0.00	8,400,000	(I-505) 7,140,000	1,260,000	

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.00	8,400,000	7,140,000	1,260,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (93)	REMARKS	

REMARKS

Additional Data: Item No. 00026; Projec
No. IX-27-2(5).

-over

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1 (REV. 4-61)

4-30-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 26, Jct. SR 217		58,500	----	----	10	Oregon	41	580	00026

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
f. Sigs. & Structures								IX-	27-2	(17)		

AL FUNDS: Interstate Transfer Grants

AREA: Portland

COUNTY NAME: Washington — CODE 067

ROUTE NO. P — FEDERAL-AID 27 — STATE 47 — U.S. 26

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) Y008 Y031 X281 X223 SFTY	 (03) (12) (09) (08) (08)	"Beaverton/Tigard Hwy. Intchge. Sec."	0.00	8,400,000	(I-505) 7,140,000	1,260,000		
ARED BY	DRH		PROJECT TOTALS	0.00	8,400,000	7,140,000	1,260,000		

RAM APPROVAL DATES

REMARKS

Additional Data: Item No. 00026; Project No. IX-27-2(5).

-over

USCOMM DUSCOMM-DC 48908-P61

Beaverton/Tigard Hwy. Intchge. Sec.

Remarks continued:

Project Data: Work under this project consists of 1) channelization on improved alignment of Beaverton-Tigard Interchange requiring grade, drain, H-T pave and structures (see structure below); 2) install three multi-phase traffic signals on PB2 Line at intersections of Barnes road, SPB2 Line and at Parkway; 3) adjust utilities as requird; and 4) incidentals common to this type of project.

Structures

No.	Code	Name
6908A	X281	Beaverton/Tigard Hwy. O'Xing - highway over highway - prestressed reinforced concrete box beam, L 246'.6", HC 130' 2".
16637	X223	Barnes Rd. Connection U'Xing - highway over highway - reinforced concrete rigid frame, L 112', HC 34'.
9607A	SFTY	Parkway St. Pedestrian U'Xing - pedestrian over highway - reinforced concrete box girder, L 222' HC 10'.

Data FHWA 37:

Type Code	Cost
Y008	$ 5,593,500
Y031	210,000
X281	2,032,000
X223	433,500
SFTY	131,000

Notes:
1) This project is in Congressional District No. 1.
2) Project is included in MSD FY '84 AE/TIP on Page 117, and in FY '84 6 Yr. HIP on Page 109.
3) On-the-job trainees, as set forth in FHPM 6-4-1-2, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

7765

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Traffic Signal Installation

DATE: May 22, 1984

TO: WAYNE SCHULTE

FROM: CURT DUVAL

No comments from C. Duval, E. J. Dunn, or Tom Schwab

Following comments were:

R. Failmezger - See proposed changes marked on sheets 8762, 8763, 8764, 8765, 8766 and 8767. Discussed these changes signal design on 5/16/84

J. Kaiser - On sheet 8762, the cross walks are in question. He does not think pedestrians have any reason to cross there.

J. McClure - On sheet 8761, lebel "on" and "off" ramps. Also, see notes on pedestrian signals and pedestrian access at signalized intersections and sidewalks. On sheet 8762 & 8763, crosswalks not needed as no sidewalk will ever be built here. On sheet 8764 & 8765, no need for pedestrian access to freeway ramp terminal and no sidewalks planned on east side of "PB" line. Make sidewalk more obvious. On sheet 8766, label end of sidewalk.

cc Don Adams

Curt Duval
Kathleen Howell
(SIGNATURE)

PLEASE REPLY HERE

Cobine:

Metro Staff comments for Beaverton/Tigard Hwy. @ Sunset Hwy signal plans. No comments from Washington Cty. as yet.

Plans forwarded to Traffic - 5-25-84 RRD

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 24 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Zehner
FOR TAH

MKG

CC: ______

Wayne Schulte
(SIGNATURE)

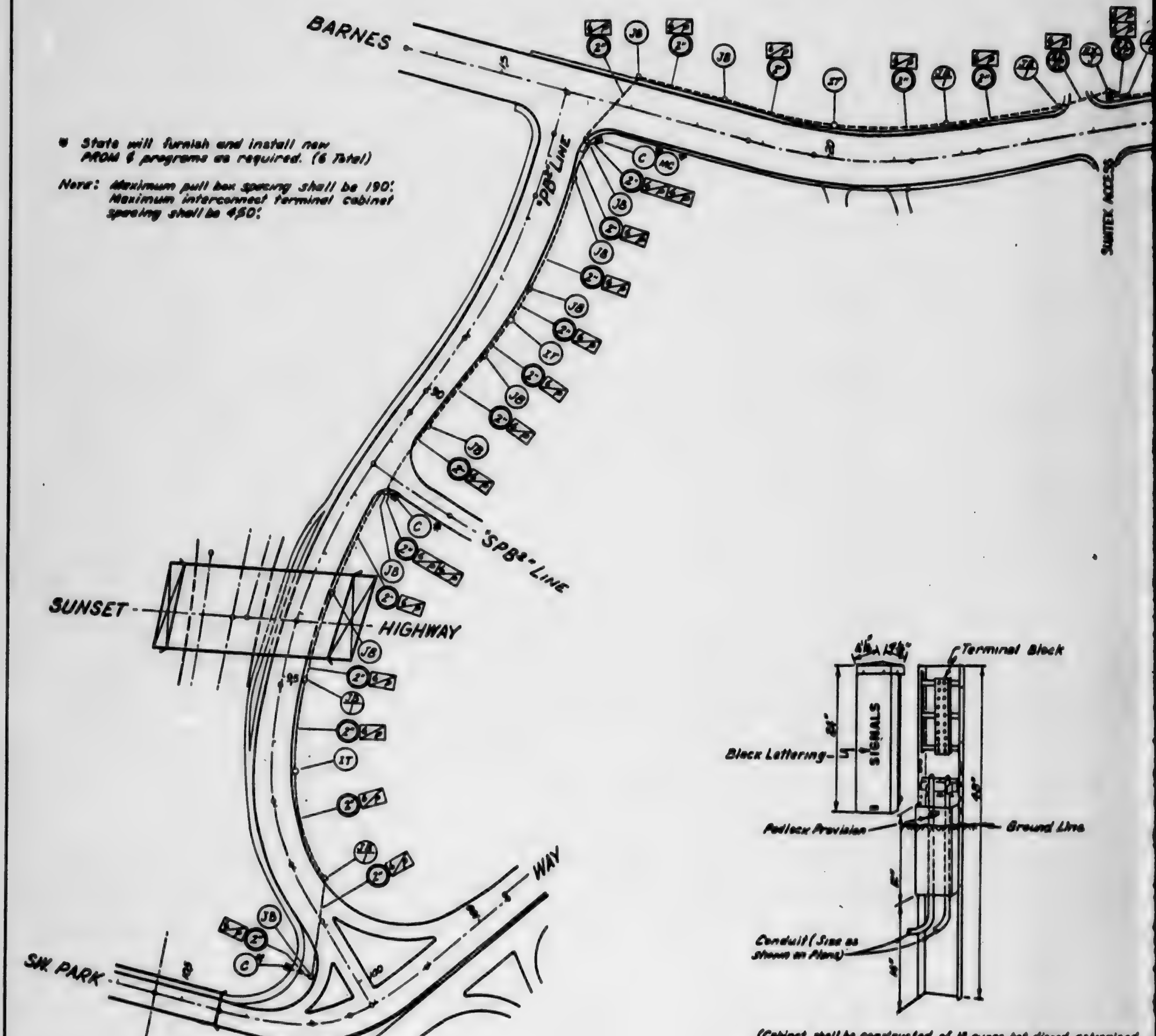
5/23/84
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

* State will furnish and install new PROM & programs as required. (6 Total)

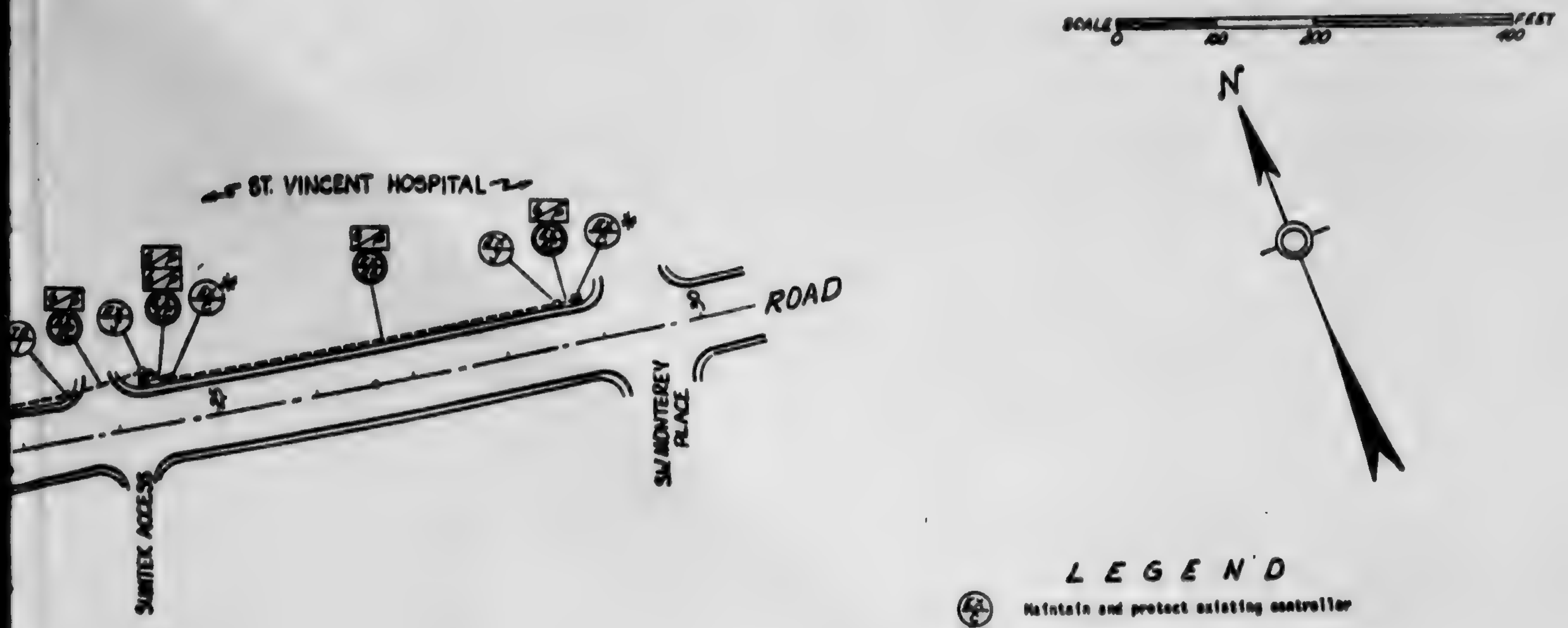
Note: Maximum pull box spacing shall be 190'. Maximum interconnect terminal cabinet spacing shall be 450'.


BARNES
"PB" LINE
SUNSET
HIGHWAY
"SP8" LINE
SW. PARK
WAY
JB
ST
C
MC
SIGNALS
Terminal Block
Black Lettering
Padlock Provision
Ground Line
Conduit (Size as shown on Plans)

(Cabinet shall be constructed of 12 guage hot dipped galvanized sheet steel. Dimensions shown are nominal.)

ABOVE - GROUND TERMINAL CABINET

INTERCONNECT PLAN



LEGEND

Ex C	Maintain and protect existing controller
Ex JB	Maintain and protect existing junction box
Ex	Maintain and protect existing electrical conduit
C	Local signal controller - See signal plans
MC	Install master controller in local controller cabinet
JB	Junction box - See signal and detector plans
JB	Install precast concrete junction box with cast iron cover (See Drwg. 1471)
6P	Install 6 twisted pair interconnect cable
S"	Install (S) inch electrical conduit
TT	Install above-ground terminal cabinet
S =	Size shown

l Block

Ground Line

hot dipped galvanized
nominal.)

AL CABINET

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E. GEORGE
5/9/84

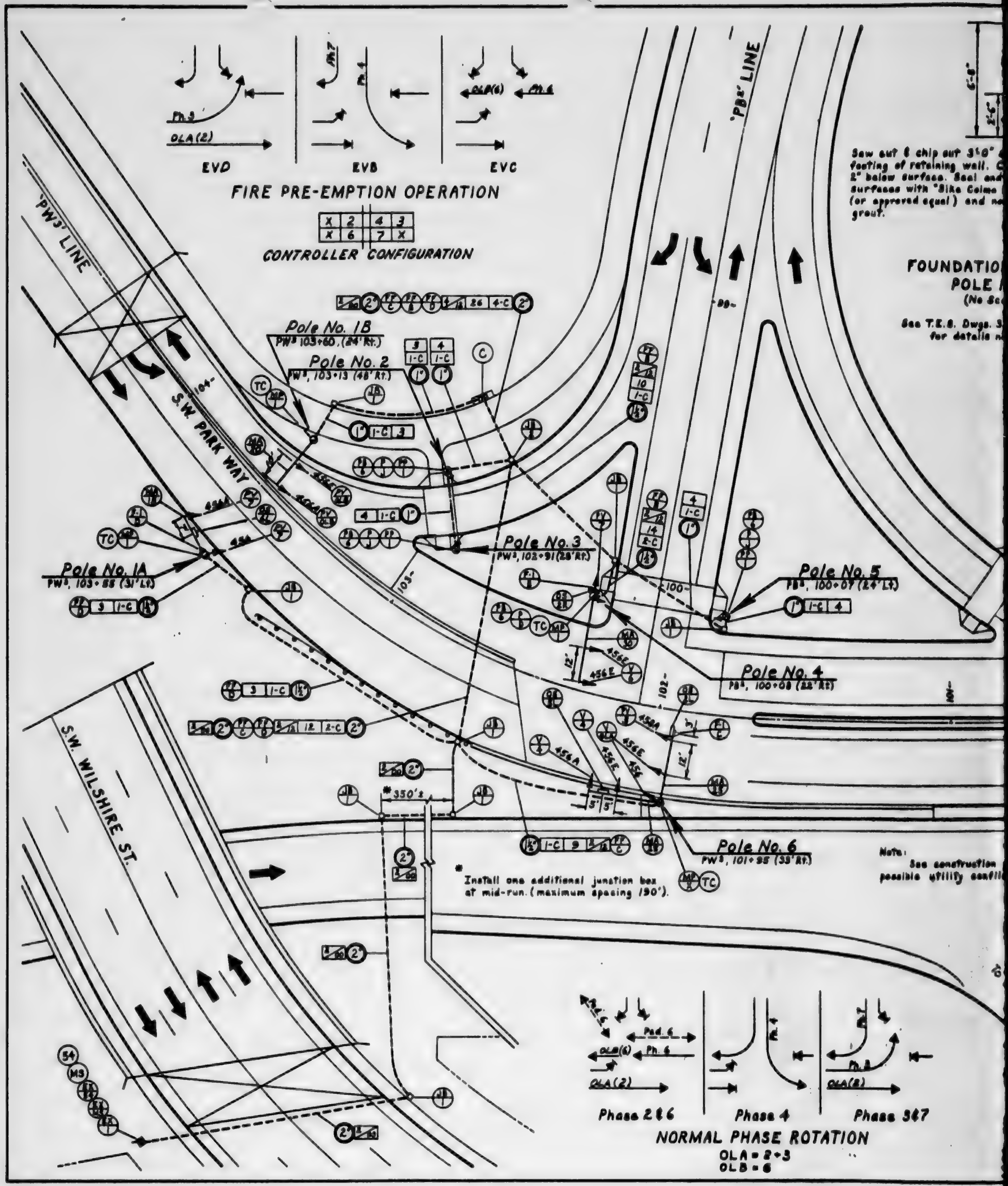
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
BEAVERTON/TIGARD HWY. INTCHGE. SEC.
SUNSET HIGHWAY
WASHINGTON COUNTY

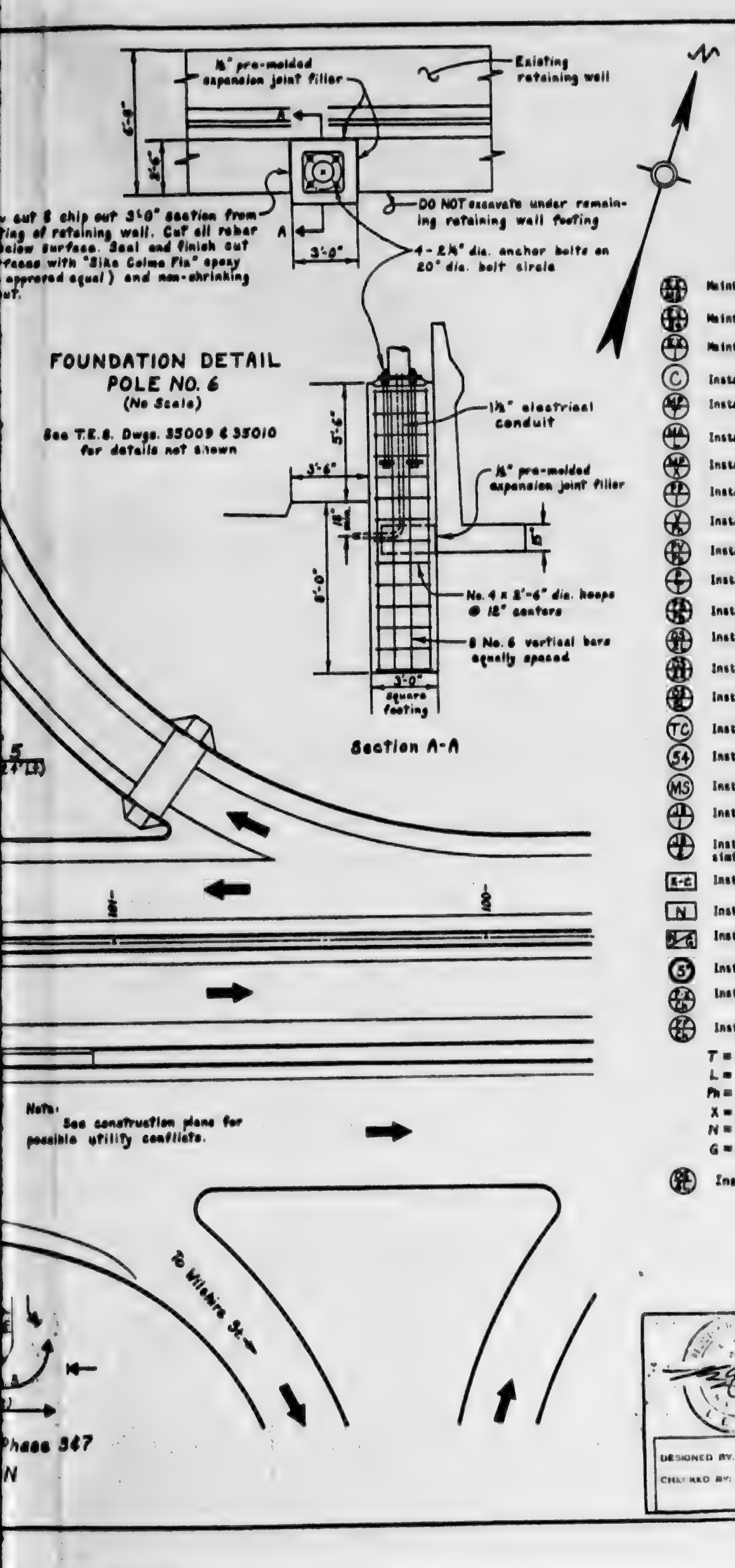
DESIGNED BY: HR
CHECKED BY:

DATE April, 1984
Accompanied by Drwg. No's. 1470, 1471, 1472, 1473, 1489, 1492, 2990, 2991, 2992, 35009, 35010 & 8762 Thru 8782

T.E. DWG. NO. 8761


FIRE PRE-EMPTION OPERATION
EVD
EVB
EVC
Ph.3
OLA(2)
Ph.7
Ph.4
OLB(6)
Ph.6
X 2 4 3
X 6 7 X
CONTROLLER CONFIGURATION
'PW3' LINE
'PB2' LINE
S.W. PARK WAY
S.W. WILSHIRE ST.
Pole No. 1B
PW3 103+60. (24' Rt.)
Pole No. 2
PW3, 103+13 (48' Rt.)
Pole No. 1A
PW3, 103+85 (31' Lt.)
Pole No. 3
PW3, 102+91 (28' Rt.)
Pole No. 4
PB2, 100+08 (22' Rt.)
Pole No. 5
PB2, 100+07 (24' Lt.)
Pole No. 6
PW3, 101+95 (33' Rt.)
TC
104-
103-
102-
101-
100-
456A
456E
456
12'
5'
5'
3'
350'±
* Install one additional junction box at mid-run. (maximum spacing 190').
Saw out & chip out 3'-0" … footing of retaining wall. … 2" below surface. Seal and … surfaces with "Sika Colma … (or approved equal) and n… grout.
6'-8"
2'-6"
FOUNDATIO… POLE … (No Sc…
See T.E.S. Dwgs. … for details n…
Note: See construction … possible utility confli…
54
MS
Phase 2&6
Phase 4
Phase 3&7
Ped. 6
Ph. 6
OLB(6)
OLA(2)
Ph.4
Ph.7
Ph.3
OLA(2)
NORMAL PHASE ROTATION
OLA = 2+3
OLB = 6

SIGNAL PLAN
'PW3' LINE AT 'PB2' LINE


SCALE 0 20 40 80 FEET
N
½" pre-molded expansion joint filler
Existing retaining wall
6'-9"
2'-6"
A
A
3'-0"
ut & chip out 3'-0" section from
ing of retaining wall. Cut all rebar
elow surface. Seal and finish cut
faces with "Sika Colma Fix" epoxy
approved equal) and non-shrinking
ut.
DO NOT excavate under remaining retaining wall footing
4 - 2¼" dia. anchor bolts on 20" dia. bolt circle
1½" electrical conduit
5'-6"
3'-6"
½" pre-molded expansion joint filler
18"
8'-0"
No. 4 x 2'-6" dia. hoops @ 12" centers
8 No. 6 vertical bars equally spaced
3'-0" square footing
5
24'(L)
101
100
To Wilshire St.
Phase 347
N

FOUNDATION DETAIL
POLE NO. 6
(No Scale)

See T.E.S. Dwgs. 35009 & 35010 for details not shown

Section A-A

Note:
See construction plans for possible utility conflicts.

L E G E N D

- ⊕ Maintain and protect existing meter service
- ⊕ Maintain and protect existing service cabinet
- ⊕ Maintain and protect existing power pole (power source)
- (C) Install model 170 controller in model 332 cabinet (locate in field)
- ⊕ Install type (T) standard traffic signal mast arm pole
- ⊕ Install (L) ft. traffic signal mast arm
- ⊕ Install special (non-standard) double mast arm pole (see special provisions)
- ⊕ Install pedestrian signal pedestal with frangible base
- ⊕ Install phase (Ph) vehicle signal
- ⊕ Install phase (Ph) programmed vehicle signal
- ⊕ Install type (T) modified pedestrian signal
- ⊕ Install phase (Ph) pedestrian pushbutton with instruction sign
- ⊕ Install interior illuminated "LEFT TURN SIGNAL" sign
- ⊕ Install interior illuminated "RIGHT TURN SIGNAL" sign
- ⊕ Install interior illuminated left arrow "ONLY" sign
- (TC) Install terminal cabinet
- (54) Install service cabinet with 60 amp circuit breaker
- (MS) Install 120 volt meter base
- ⊕ Install precast concrete junction box with galv. steel cover (see T.E.S. Drawing No. 1471)
- ⊕ Install 27½" x 18" x12" precast concrete junction box with galv. steel cover (design similar to Drawing No. 1471)
- [X-C] Install (X) No. 8 type THWN wires (signal system common)
- [N] Install (N) No. 14 type THWN wires
- [N/G] Install (N) No. (G) type TW or THW wires
- (S") Install (S) inch electrical conduit
- ⊕ Install channel (Ch), (X)-way fire pre-emption detector unit
- ⊕ Install channel (Ch) fire pre-emption detector feeder cable

T = Type shown
L = Length shown
Ph = Phase shown
X = Number shown
N = Number of conductors shown
G = AWG size shown

S = Size shown
Ch = Channel shown
A = Standard plumbizer
E = Elevator plumbizer
456 = 12"R, 12"Y, 12"G
458 = 12"R, 12"Y, 12"GLTA

- ⊕ Install interior illuminated "NO [illegible]

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MAY 10 1984

SUBJECT TO MUTUAL REVIEW

L. E. GEORGE
5/9/84

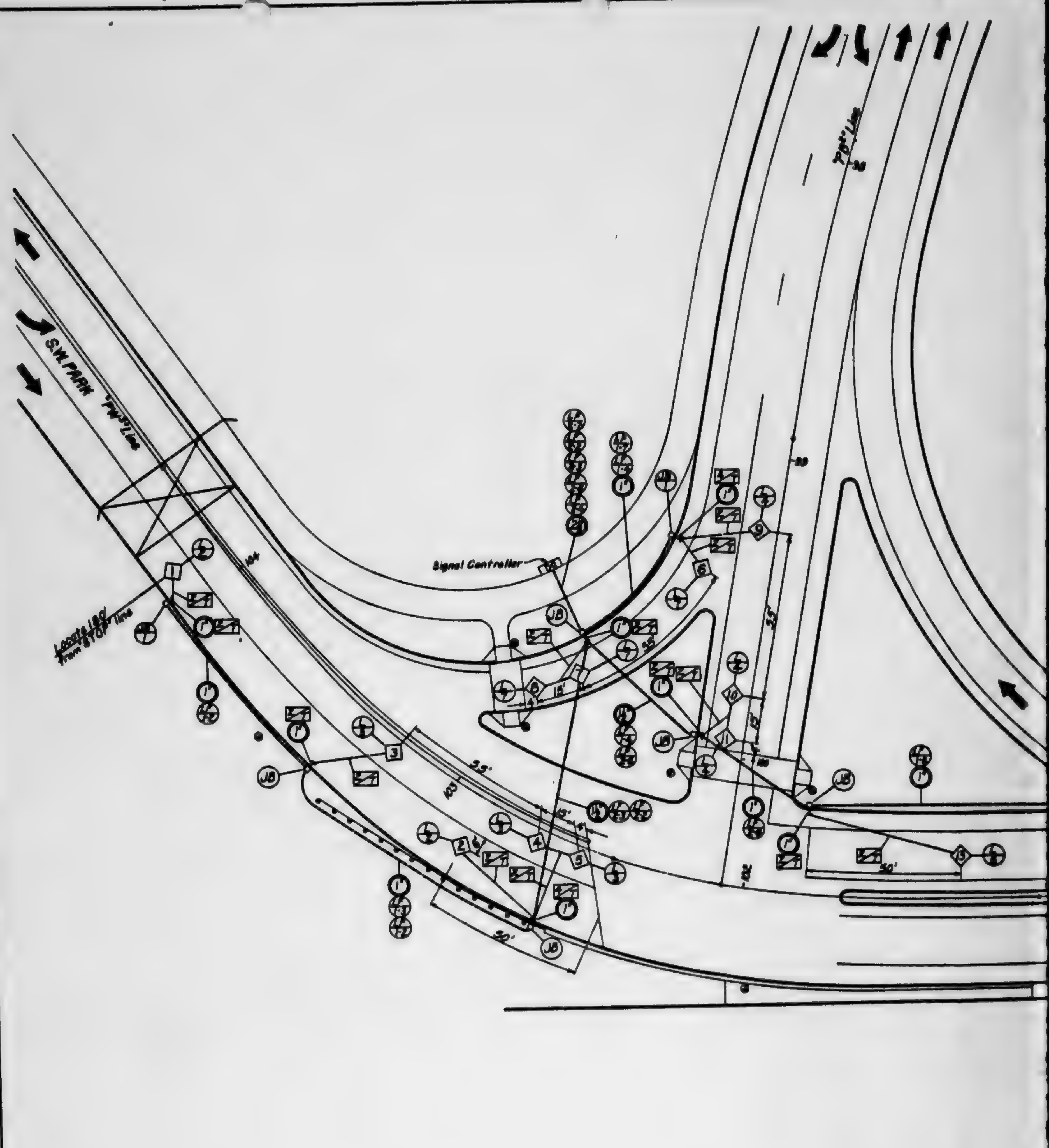
DESIGNED BY: HR
CHECKED BY: vg

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
BEAVERTON/TIGARD HWY. INTCHGE. SEC.
SUNSET HIGHWAY
WASHINGTON COUNTY

Date April 1984

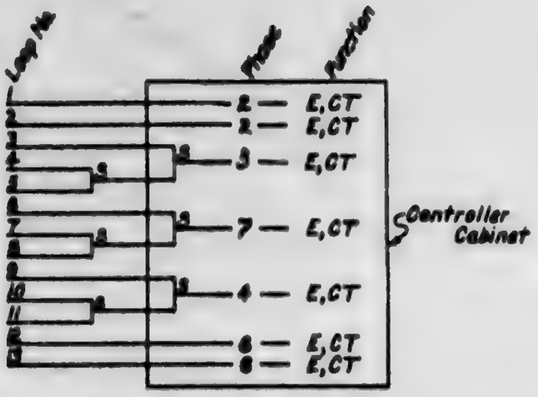
T.E. DWG. NO. 8762


S.W. PARK
"PM-P" Line
"PB-B" Line
Signal Controller
Locate 180' from STOP line
JB
1"

DETECTOR PLAN

"PW³" LINE AT "PB²" LINE

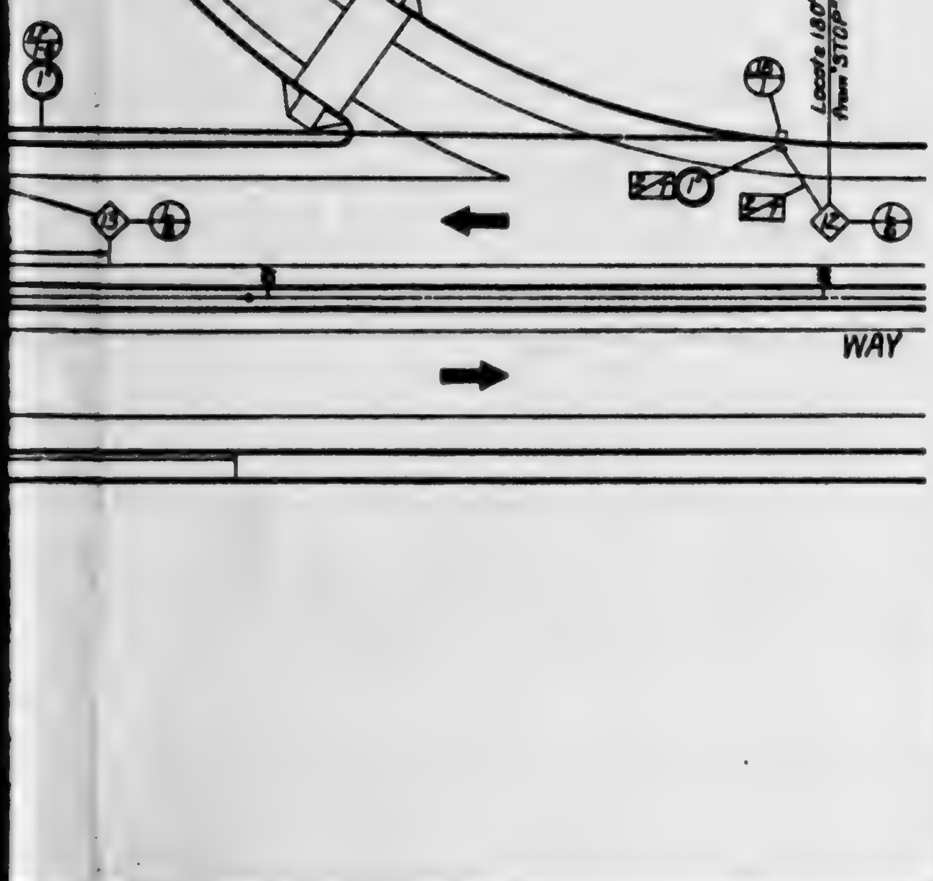
SCALE
0
20
40
60
FEET
N


Loop No.
Phase
Function
1
2
3
4
5
6
7
8
9
10
11
12
13
S
2 — E,CT
2 — E,CT
3 — E,CT
7 — E,CT
4 — E,CT
6 — E,CT
6 — E,CT
Controller Cabinet

S=Series E=Extension
CT=Count

See T.E.S. Dwg. No. 1471 for loop detector details.
Center all loops in travel lanes except as noted.

LOOP DETECTOR WIRING DIAGRAM


13
12
1"
Locate 180' from "STOP" line
WAY

L E G E N D

JB	Junction box - See signal plan
⊕	Install precast concrete junction box with cast iron cover (See T.E.S. Drawing No. 1471)
⊕	Install phase (Ph) vehicle detector loop
⊕	Install (X) phase (Ph) loop feeder wires
▨	Install (X) No. 14 type THWN wires, minimum one twist per foot (twist in pairs) and splice to loop feeder in junction box
S	Install (S) inch electrical conduit

X = Number shown
Ph = Phase shown
S = Size shown

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L. E. GEORGE
5/9/84

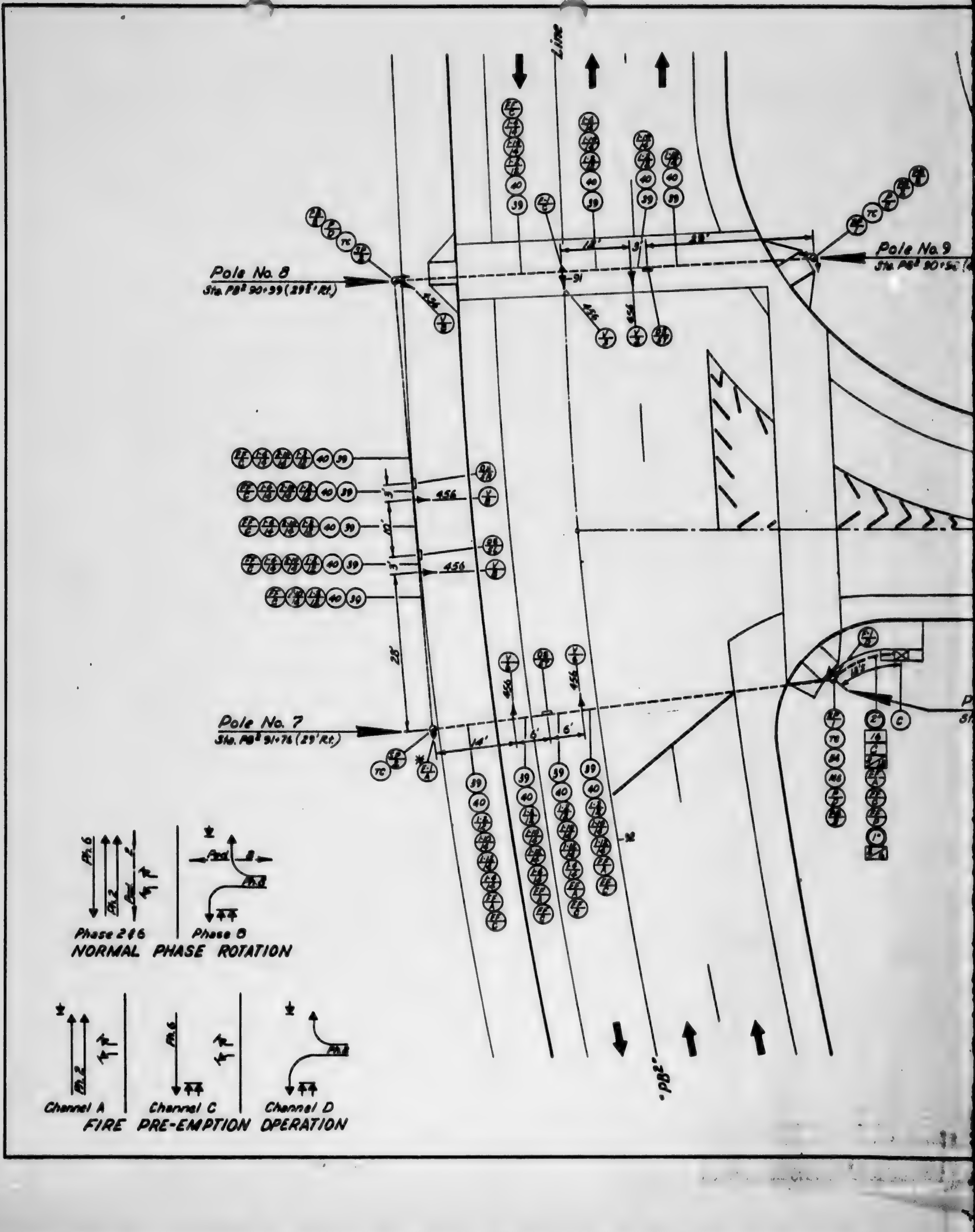
DESIGNED BY: HR
CHECKED BY: WJ

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
BEAVERTON/TIGARD HWY. INTCHGE. SEC.
SUNSET HIGHWAY
WASHINGTON COUNTY

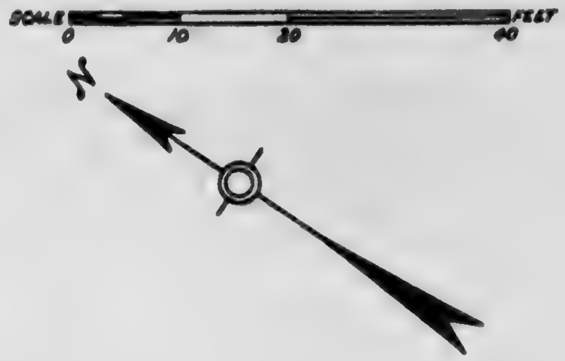
DATE April 1984

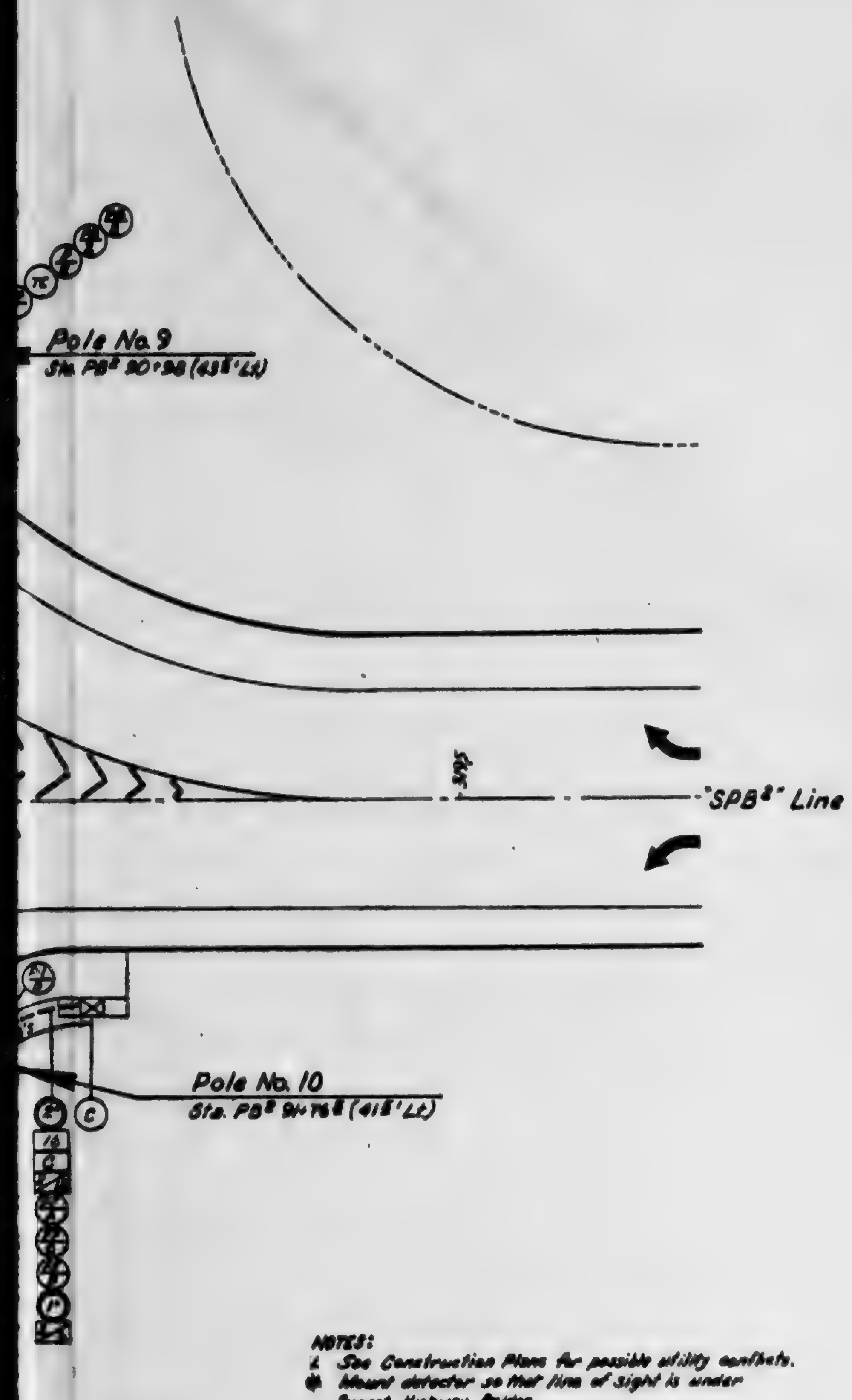
T.E. DWG. NO. 8763


Line
Pole No. 8
Sta. PB² 90+39 (29½' Rt.)
Pole No. 9
Sta. PB² 90+56
Pole No. 7
Sta. PB² 91+76 (29' Rt.)
12'
3'
23'
14'
6'
6'
25'
10'
3'
3'
456
91
40
39
TC
C
"PB²"
Ph. 6
Ph. 2
Ph. 8
Ped
Phase 2 & 6
Phase 8
NORMAL PHASE ROTATION
Channel A
Channel C
Channel D
FIRE PRE-EMPTION OPERATION

SIGNAL PLAN

"SPB²" LINE AT "PB²" LINE





LEGEND

	Existing power pole (power source-approximate location)
C	Install Model 170 controller in Model 332 cabinet
	Install type (T) standard strain pole
	Install phase (Ph) vehicle signal
	Install type (T) modified pedestrian signal
	Install phase (Ph) pedestrian push button with instruction sign
	Install interior-illuminated left arrow "ONLY" sign
	Install interior-illuminated right arrow "ONLY" sign
	Install interior-illuminated through arrow "ONLY" sign
TC	Install terminal cabinet
SC	Install service cabinet with 60 amp circuit breaker
MB	Install 120 volt meter base
C	Install one No. 8 type THHN wire (signal system common)
N	Install (N) No. 14 type THHN wires
N/G	Install (N) No. (G) type TW or THW wires
	Install (X)-(N) wire No. (G) control cables
39	Install 3/8-inch galvanized steel messenger cable
40	Install 1/4-inch galvanized steel tether wire
S"	Install (S) inch electrical conduit
	Install channel (Ch), (X)-way fire pre-emption detector unit
	Install channel (Ch) fire pre-emption detector feeder cable

T=	Type shown	G=	AWG size shown
X=	Number shown	Ch=	Channel shown
N=	Number of conductors shown	S=	Size shown
Ph=	Phase shown	456=	12" R, 12" Y, 12" G

NOTES:
1. See Construction Plans for possible utility conflicts.
# Mount detector so that line of sight is under Sunset Highway Bridge.

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L. L. GEORGE
5/11/84

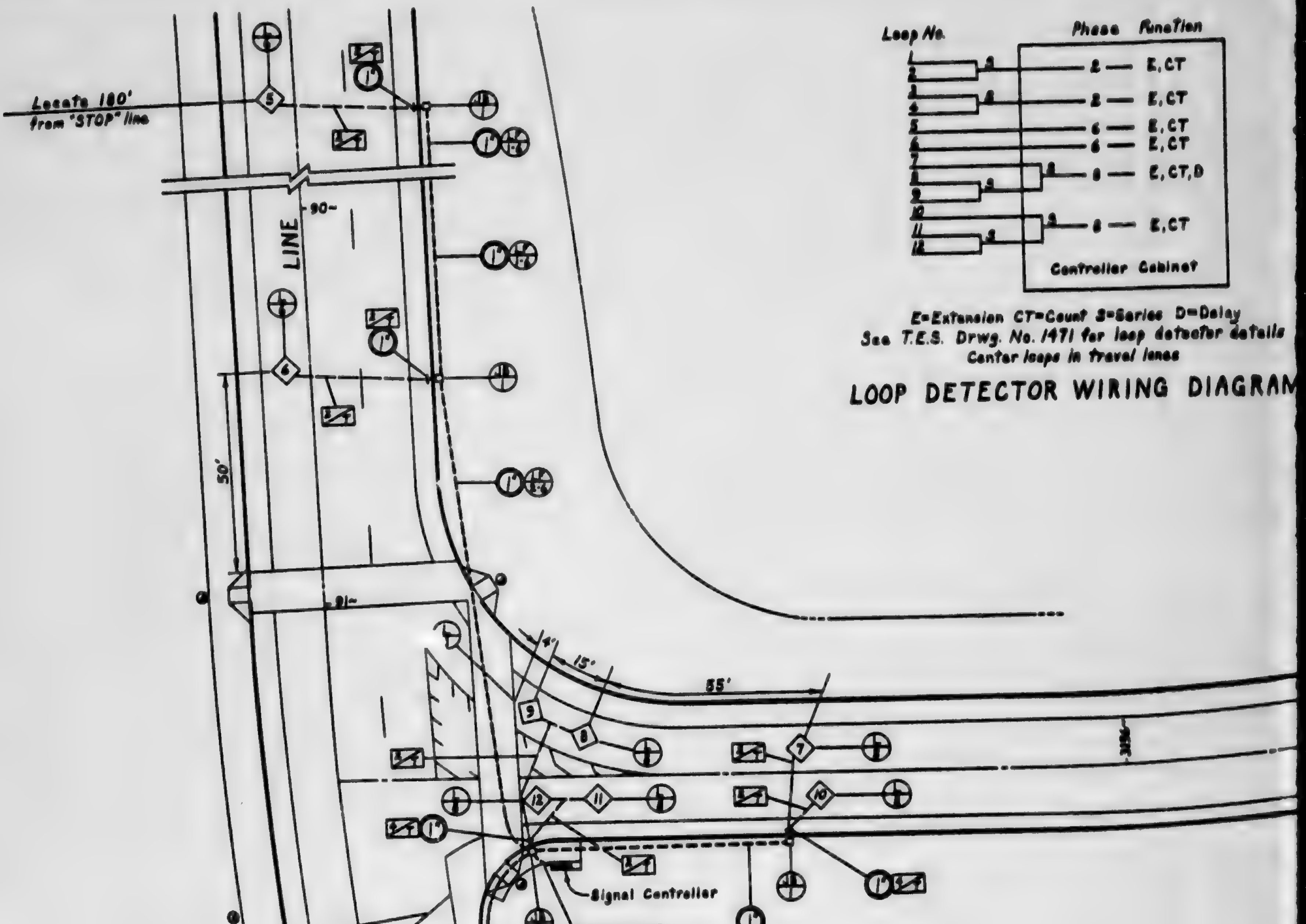
DESIGNED BY HR
CHECKED BY WRJ

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
BEAVERTON/TIGARD HWY. INTCHGE. SEC.
SUNSET HIGHWAY
WASHINGTON COUNTY

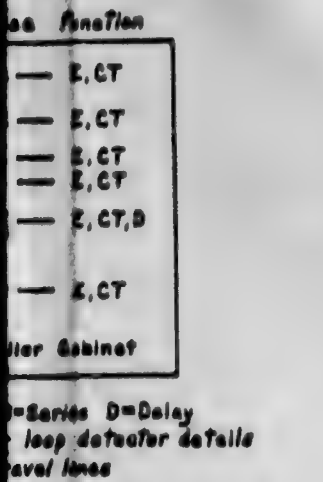
DATE April 1984

T.E. DWG. NO. 8764


Locate 180' from "STOP" line
LINE
-90-
50'
-91-
4'
15'
55'
Signal Controller
-92-
50'
Locate 180' from "STOP" line
"PB2"
1
2
3
4
5
6
7
8
9
10
11
12
1"
2½"
Loop No.
Phase Function
1
2
3
4
5
6
7
8
9
10
11
12
S
S
S
S
S
S
2 — E,CT
2 — E,CT
6 — E,CT
6 — E,CT
8 — E,CT,D
8 — E,CT
Controller Cabinet

E=Extension CT=Count S=Series D=Delay
See T.E.S. Drwg. No. 1471 for loop detector details
Center loops in travel lanes

LOOP DETECTOR WIRING DIAGRAM



…=Series D=Delay
… loop detector details
…avel lines

…RING DIAGRAM

DETECTOR PLAN
'SPB²' LINE AT 'PB²' LINE

SCALE
0
20
40
60
FEET
N

L E G E N D

⊕ Install precast concrete junction box with cast iron cover (See Drwg. No. 1471)

⊕ Install 27 1/2" x 18" x 12" precast concrete junction box with cast iron cover (Design similar to Drwg. 1471)

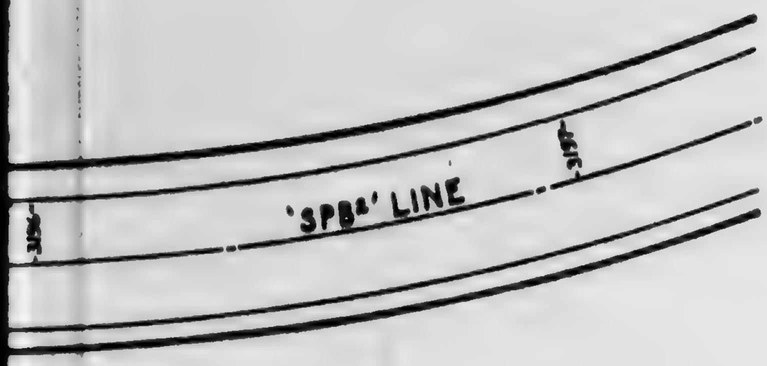
⊕ Install phase (Ph) vehicle detector loop

⊕ Install (X) phase (Ph) loop feeder wires

▨ Install (X) No. 14 type THWN wires, minimum one twist per foot (twist in pairs) and splice to loop feeder in junction box

Ⓢ Install (S) inch electrical conduit

X = Number shown
Ph = Phase shown
S = Size shown



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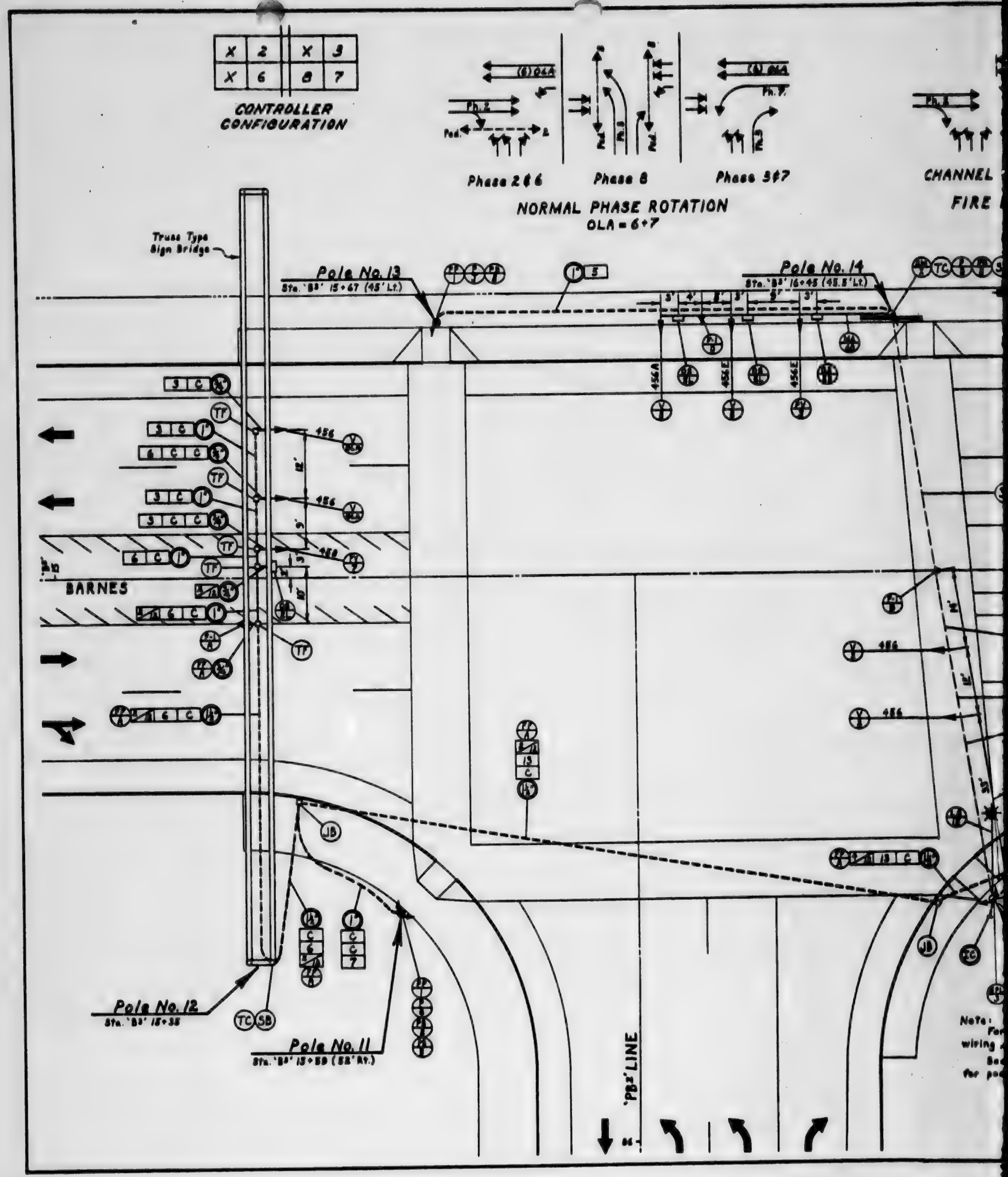
E. GEORGE
5/9/84

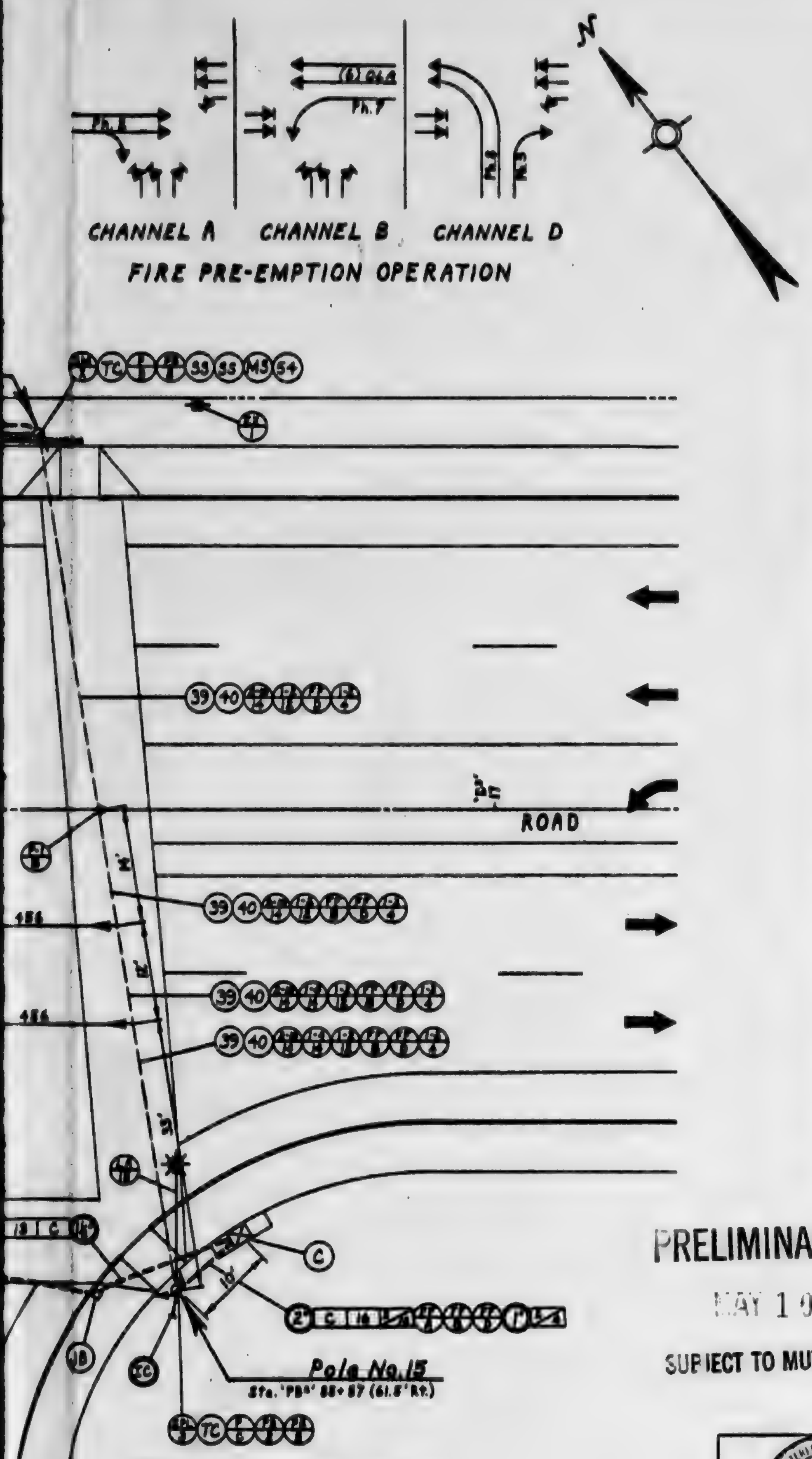
DESIGNED BY: HR
CHECKED BY: WY

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
BEAVERTON/TIGARD HWY. INTCHGE. SEC.
SUNSET HIGHWAY
WASHINGTON COUNTY

April 1984

T.E. DWG. NO. 8765


X 2 X 3
X 6 8 7
CONTROLLER CONFIGURATION
(6) OLA
Ph. 2
Ped.
2
Ph. 8
Ph. 3
(6) OLA
Ph. 7
Phase 2 & 6
Phase 8
Phase 3 & 7
NORMAL PHASE ROTATION
OLA = 6+7
Ph. 2
CHANNEL
FIRE
Truss Type Sign Bridge
Pole No. 13
Sta. 'B3' 15+67 (45' Lt.)
1"
5
Pole No. 14
Sta. 'B3' 16+45 (45.5' Lt.)
3'
4'
3'
5'
3'
TC
456A
456E
456E
3 C
TF
3 C 1"
6 C C
TF
456
3 C 1"
3 C C
456
TF
6 C 1"
TF
456
BARNES
6 C 1"
TF
6 C
13
C
JB
C
6
1"
C
C
7
Pole No. 12
Sta. 'B3' 15+35
TC
SB
Pole No. 11
Sta. 'B3' 15+59 (52' Rt.)
'PB3' LINE
456
456
13 C
JB
EC
Note:
For
wiring
Bac
for po



SIGNAL PLAN
BARNES RD. AT 'PB²' LINE

SCALE 0 10 20 40 FEET

L E G E N D

	Maintain and protect existing power pole (power source - approx. location)
C	Install model 170 controller in model 332 cabinet
	Install type (T) standard strain pole with luminaire pole extension (50 ft. mounting height)
	Install special (non-standard) combination strain and mast arm pole (See Special Provisions)
	Install (L) ft. traffic signal mast arm
	Install (L) ft. luminaire arm
SB	Sign bridge support (see sign plans)
	Install phase (Ph) vehicle signal
	Install phase (Ph) programmed vehicle signal
	Install type (T) modified pedestrian signal
	Install phase (Ph) pedestrian pushbutton with instruction sign
	Install interior illuminated "Left Turn Signal" sign
	Install interior illuminated left arrow "Only" sign
	Install interior illuminated right arrow "Only" sign
SS	Install sign bracket (see T.E.S. Dwg. No. 2998 for detail)
TC	Install terminal cabinet
54	Install service cabinet with 60 amp circuit breaker
MS	Install 120 volt meter base
C	Install one No. 8 type THW wire (signal system common)
N	Install (N) No. 14 type THW wires
N/G	Install (N) No. (G) type TW or THW wires
	Install (X)-(N) wire No. (G) control cables
39	Install 3/8 inch galvanized steel messenger cable
40	Install 1/4 inch galvanized steel tether cable
S	Install (S) inch electrical conduit
IC	Install 1" galvanized steel conduit stub for illumination circuits
TF	Install type T conduit fitting
	Install channel (Ch) one-way fire pre-emption detection unit
	Install channel (Ch) fire detection pre-emption feeder cable
JB	Junction Box - See Detector Plan
	Install pedestrian signal pedestal with frangible base

T = Type Shown
Ph = Phase Shown
X = Number Shown
N = Number of Conductors Shown
Ch = Channel Shown
L = Length Shown

G = AWG Size Shown
S = Size Shown
456 = 12"R, 12"Y, 12"G
458 = 12"R, 12"Y, 12"GLTA
A = Standard Plumbizer
E = Elevator Plumbizer

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Note:
For luminaire unit and luminaire wiring, see Illumination Plans
See Construction Plans for possible utility conflicts

REGISTERED PROFESSIONAL ENGINEER
3693
OREGON
L. E. GEORGE
5/9/84

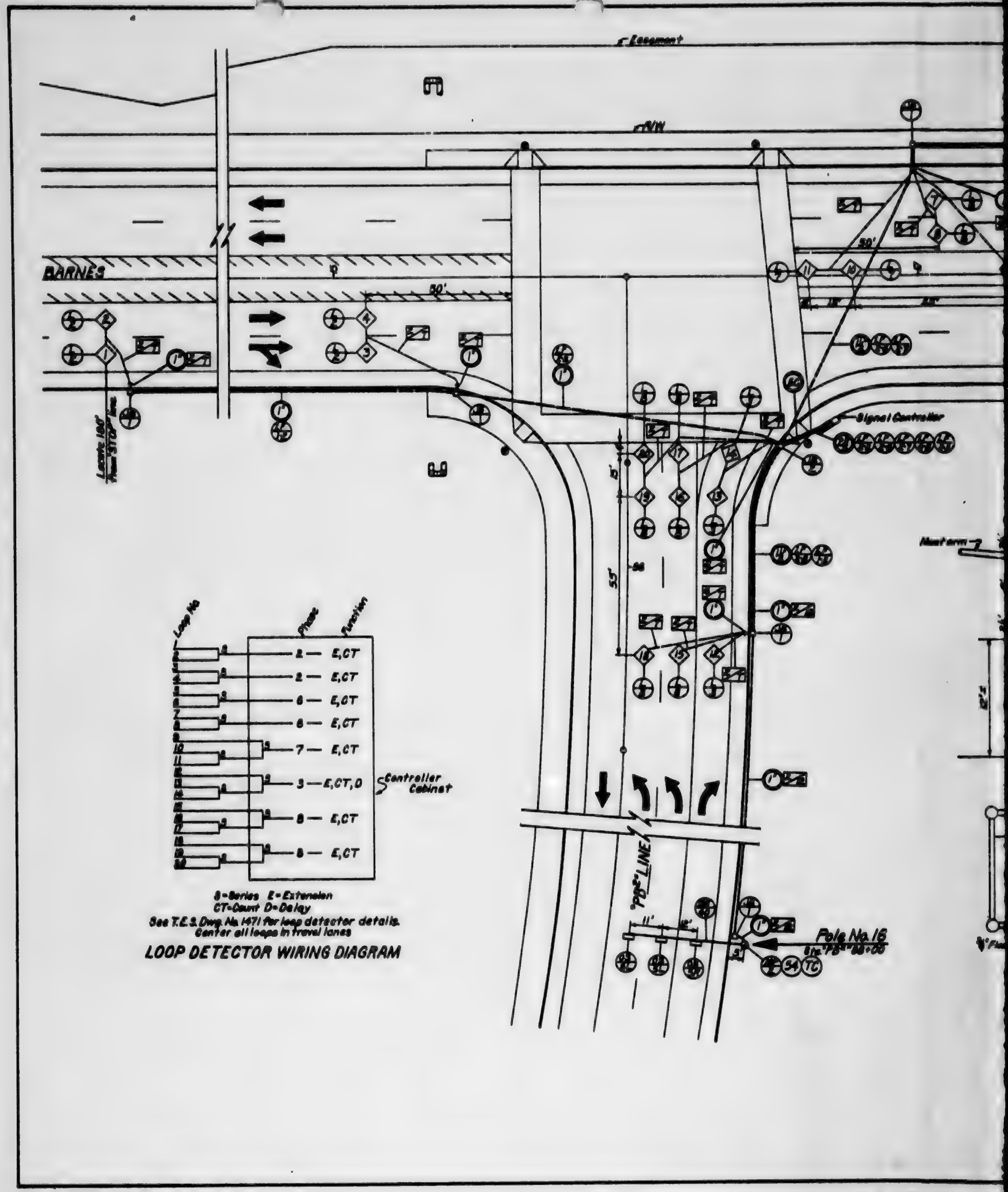
DESIGNED BY: HR
CHECKED BY: WB

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
BEAVERTON/TIGARD HWY. INTCHGE. SEC.
SUNSET HIGHWAY
WASHINGTON COUNTY

DATE April 1984

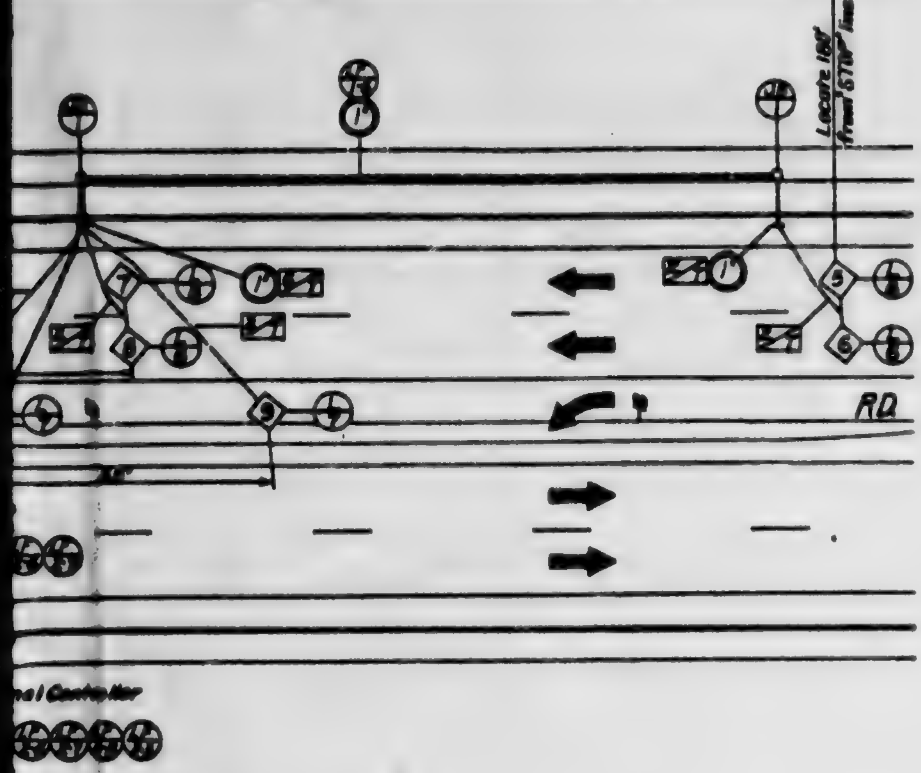
T.E. DWG. NO. 8766


Easement
R/W
BARNES
50'
30'
Locate 100' from STOP line
Signal Controller
Mast arm
55'
"PB" LINE
11'
12'
Pole No. 16
Sta. "PB" 88+00
54
TC
Loop No.
Phase
Function
2 — E,CT
2 — E,CT
6 — E,CT
6 — E,CT
7 — E,CT
3 — E,CT,D
8 — E,CT
8 — E,CT
Controller Cabinet

S=Series E=Extension
CT=Count D=Delay
See T.E.S. Dwg. No. 1471 for loop detector details.
Center all loops in travel lanes

LOOP DETECTOR WIRING DIAGRAM

DETECTOR PLAN
BARNES RD AT "PB2" LINE


Locate 180' from "STOP" line
RD.
nal Controller

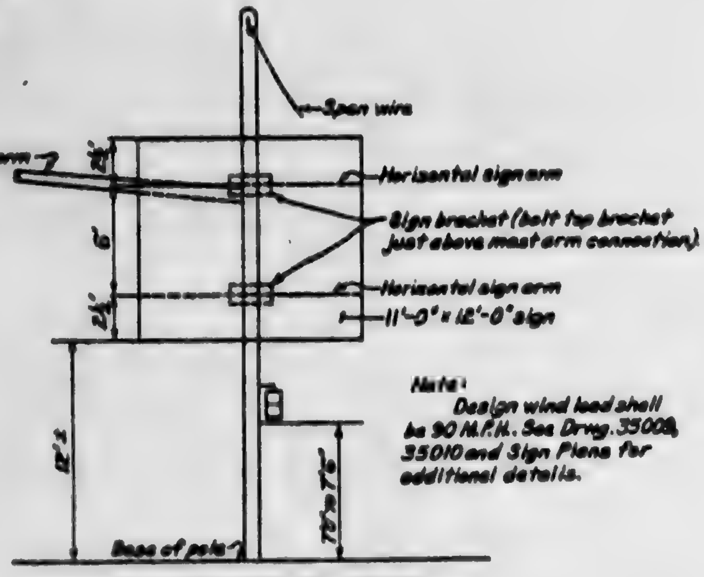
SCALE
0
20
40
60
FEET
N

LEGEND

- Install type (T) standard traffic signal mast arm pole
- Install (L) foot traffic signal mast arm
- Install interior illuminated left arrow "ONLY" sign
- Install interior illuminated right arrow "ONLY" sign
- TC Install terminal cabinet
- 54 Install service cabinet with 15 amp circuit breaker
- Install reinforced concrete junction box with cast iron cover (See TES Drawing No. 1471)
- Install phase (Ph) vehicle detector loop
- Install (X) phase (Ph) loop feeder wires
- Install (N) No. (G) type TW or THW wires
- Install (X) No. 14 type THWN wires, minimum one twist per foot (twist in pairs) and splice to loop feeder in junction box
- S Install (S) inch electrical conduit
- Install 27 1/2" x 18" x 12" precast concrete junction box with cast iron cover (design similar to Drawing 1471)
- EC Electrical conduit with wiring for signs (See signal plan)

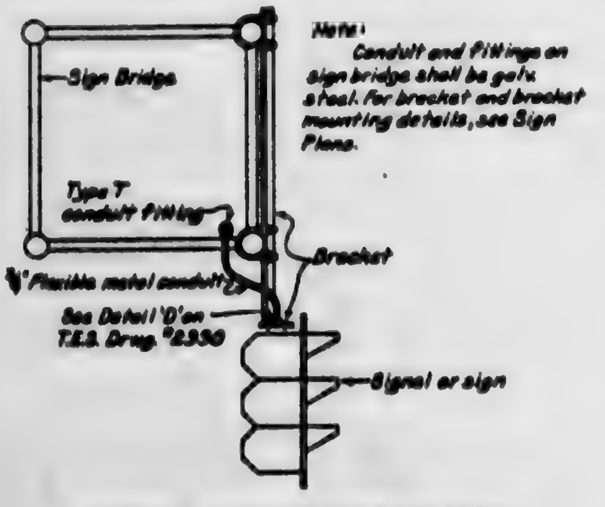
T = Type shown
L = Length shown
Ph = Phase shown
S = Size shown

X = Number shown
N = Number of conductors shown
G = AWG size shown


Span wire
Mast arm
Horizontal sign arm
Sign bracket (bolt top bracket just above mast arm connection).
Horizontal sign arm
11'-0" x 12'-0" sign
2½'
6'
2½'
12'±
7½' to 7'6"
Base of pole

Note:
Design wind load shall be 90 M.P.H. See Drwg. 35009, 35010 and Sign Plans for additional details.

POLE NO. 14 DETAIL


Sign Bridge
Type T conduit fitting
Bracket
¾" Flexible metal conduit
See Detail 'D' on T.E.S. Drwg. #2330
Signal or sign

Note:
Conduit and fittings on sign bridge shall be galv. steel. For bracket and bracket mounting details, see Sign Plans.

SIGNAL MOUNTING DETAIL
TRUSS TYPE SIGN BRIDGE

PRELIMINARY COPY
MAY 10
SUBJECT TO MUTUAL REVIEW

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
BEAVERTON/TIGARD HWY. INTCHGE. SEC.
SUNSET HIGHWAY
WASHINGTON COUNTY

L. E. George 5/9/84

DATE April 1984

DESIGNED BY: HR
CHECKED BY: WJ

T.E. DWG. NO. 8767

Section Beaverton/Tigar wy Interch Progran ng Estimate $

Highway Sunset 6-15-84 Project Length 1.27

County Washington Completion Time 650C.D

Kind of Work Gr, Pav., Str., Sign, Ill, Sig. Est. Comp. Date 5-25-86

Prefix 34-1917-921 Letting Date July 12, 1984 Project No. IX-27-2(17)

Rec'd 6/15/84 @ 1:30 PM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 6,964,214.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction	10,000	
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	15000	
Temporary Pavement Striping	5000	
Remove Pavement Striping (Exist. & Temp.)	4000	
Temporary Erosion Control	5000	
State Furnished		
Roadside Seeding & Mulching		$ 71,040.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages	5000	
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Test Existing Electrical Circuits	700^{00}	
Adjust Utilities:		
PGE	6,340^{00}	
Wolf Creek Hwy Water Dist	20,000^{00}	
Subtotal		$ 7,035,254.00
Contingencies (4-1/2%)		316,586.43
Engineering (8, ~~9~~, ~~10%~~)		562,820.32
Subtotal		$ 7,914,660.75
Credit for		
Estimated Net Authorization, Construction		$ 7,914,660.75

APPROVED cc: Wayne Schultz

Rec'd
6-15-84
OK G

Road Design Engineer

Rev. 11/81

SUMMARY--~~BID SCHEDULE--COST ESTIMATE~~

OREGON STATE HIGHWAY DIVISION

CTION Beaverton/Tigard Hwy. Interchge.		COUNTY Washington	SHEET OF 1
IND OF WORK rading, Paving, Structure, Signing, Illumination Signals	KEY NUMBER	LENGTH	DATE 5-31-84
			NAME BLACHLY

O.	ITEM 6-5-84	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	7-12-84					
	Furnishing Field Laboratory		Each	1	-	3,000
	Mobilization			All		525,000
	Temporary Protection and Direction of Traffic			All	-	85,000
	Temporary Signs		Sq Ft	1248	6	7,488
	Temporary Barricades		Each	62	80	4,960
	Temporary Concrete Barrier		Lin Ft	5250	16	84,000
	Moving Temporary Concrete Barrier		Lin Ft	4075	3	12,225
	Temporary Plastic Safety Markers		Each	195	60	11,700
	Oversize Advance Construction Signs ~~Markers~~		Each	2	5000	10,000
	Sequential Arrow Signs		Each	3	2600	7,800
	Flaggers		Hour	4500	15	67,500
	ROADWORK					
	Removal of Structures and Obstructions			All	-	25,000
	Ditch Excavation		Cu Yd	90	10	900
	General Excavation		Cu. Yd	235,000 ~~194,651~~	4.00	940,000
	Trench Excavation		Cu Yd	~~7751~~ 7823	8	62,584 ~~62,008~~
	Finishing Roadbed and Slopes			All	-	10,500
	Watering		M-Gal	800	15	12,000
	Aggregate Base		TON ~~Cu Yd~~	2400	7.50	18,000

RECEIVED
COST ANALYSIS
MAY 31 1984
☐ CE ☐ CES ☐ CAS ☐ CT

1736 (REV. 2-84)

SUMMARY—BID SCHEDULE—COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Beaverton/Tigard Hwy Interch			COUNTY		SHEET 2 OF
KIND OF WORK		KEY NUMBER	LENGTH	DATE 5/21/84	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Treated Base Mixture		Ton	54,000 ~~57,800~~	9.00	486,000
	Cement in Treated Base Mixture		Ton	2970 ~~3,180~~	75	222,750
	Class "C" Asphalt Concrete Mixture		Ton	10800	16.50	178,200
	Class "B" Asphalt Concrete Mixture		Ton	10,100		166,650
	Asphalt Cement in Mixture		Ton	1150	165	189 750
	Hydrated Lime in Mixture		Ton	251	200.00	50,200
	Asphalt in Tack Coat		Ton	33 ~~23~~	300	9,900
	12-inch Storm Sewer Pipe		Lin Ft	12 126 ~~12,000~~	12	145,512
	15-inch Storm Sewer Pipe		Lin Ft	1628	15	24,420
	18-inch Storm Sewer Pipe		Lin Ft	664	20	13,280
	21-inch Storm Sewer Pipe		Lin Ft	344	24	8,256
	Extra for Pipe Under Pavement		Lin Ft	2677 ~~2600~~	20	53,540
	Concrete Manholes		Each	30	1,100	33,000
	Concrete Inlets, Type G		Each	20 ~~25~~	450	9,000
	Concrete Inlets, Type G-2		Each	73 ~~64~~	400	29,200
	Concrete Inlets, Type M-E		Each	2	1000	2000
	8-inch Drain Pipe		Lin Ft	1522 ~~350~~	4	6,088 ~~1,400~~
	~~Gravel in~~ Drain Backfill Material		Cu Yd	35	20	700
	Guard Rail, Type 2A		Lin Ft	50	25	1 250
	Guard Rail Anchors, Type 1		Each	2	300	600
	Rail End Pieces, Type "B"		Each	1	65	65
	Rail End Pieces, Type "C"		Each	1	85	85
	Rail End Pieces, Terminal Connector		Each	2	200	400
	Concrete Walks		Sq Yd	3400	9	30,600
	Concrete Driveways		Sq Yd	70 ~~68~~	16	1120

SUMMAR -BID SCHEDULE--COST E TIMATE

OREGON STATE HIGHWAY DIVISION

ECTION Beaverton/Tigard Hwy. Interch.		COUNTY	SHEET 3 OF
IND OF WORK	KEY NUMBER	LENGTH	DATE 5/31/84	NAME

O.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Curbs		Lin Ft	25,200	3	75,600
	Concrete Islands		Cu Yd	28	725	3500
	Extra for Asphalt Approaches		Each	2 ~~1~~	175	350
	Concrete Barrier, Standard		Lin Ft	7170 ~~6100~~	13	93,210
	Concrete Barrier Non-Standard		Lin Ft	1065 ~~[illegible]~~	40	42,600
	Impact Attenuator, G-R-E-A-T System		each	2 ~~All~~	15,000	30,000
	~~Geotextile Fabric in Drains~~		~~Sq Yd~~	~~370~~	~~2~~	~~740~~
	Traffic Delineators, Type 2		Each	150	20	3,000
	Traffic Delineators, Type 3		Each	100	22	2200
	Adjusting Manholes		Each	5 ~~2~~	200	1,000
	Seeding, Fertilizing and Mulching		Acre	16	650	10,400
	Temporary Seeding, Fertilizing and Mulching		Acre	10	600	6,000
	2,944,933.50 ~~2,936,561~~					
	STRUCTURES					
	~~Bridge No. 9606 35-12507~~					
	~~Bridge Removal Work~~			~~All~~	~~-~~	~~31,000~~

[illegible] (REV. 7-84)

SUMMARY–BID SCHEDULE–COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Beaverton/Tigaird Hwy. Interch.	COUNTY	SHEET 3	OF 8
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	~~Geotextile Fabric in Drains~~		~~Sq Yd~~	~~370~~		
	~~Traffic Delineators, Type 2~~		~~Each~~	~~150~~		
	~~Traffic Delineators, Type 3~~		~~Each~~	~~100~~		
	~~Adjusting Manholes~~		~~Each~~	~~2~~		
	~~Seeding, Fertilizing and Mulching~~		~~Acre~~	~~16~~		
	~~Temporary Seeding, Fertilizing and Mulching~~		~~Acre~~	~~10~~		
	STRUCTURES					
	Bridge No. 6980A					
	Bridge Removal Work 86 x 130 @ $10/s =		LUMP SUM	All	LUMP SUM	111,800^{00}
	Shoring and Cribbing		LUMP SUM	All	LUMP SUM	5,000^{00}
	Structure Excavation		Cu Yd	2823	11^{00}	31,053^{00}
	Structure Excavation Below Elevations Shown		Cu Yd	280	11^{00}	3,080^{00}
	Special Wall Backfill		Cu Yd	1900	15^{00}	28,500^{00}
	Special Structure Fill		Cu Yd	1180	15^{00}	17,700^{00}
	Structural Concrete, Class 3300. 1019 C.Y @ $210/CY		LUMP SUM	All	LUMP SUM	213,990^{00}
	Structural Concrete, Class 4000 200 C.Y @ $215/CY		LUMP SUM	All	LUMP SUM	43,000^{00}
	Structural Concrete Class 4500 13 C.Y @ $220/CY		LUMP SUM	All	LUMP SUM	2,860^{00}
	Reinforcement 180,700# @ $.40/#		LUMP SUM	All	LUMP SUM	72,280^{00}
	Coated Reinforcement 170# @ $.65/#		LUMP SUM	All	LUMP SUM	94^{00}
	60'/65' Prestressed Box Beams		Each	11	6,250^{00}	68,750^{00}
	65'/70' Prestressed Box Beams		Each	11	6,750^{00}	74,250^{00}

734-1736 (REV. 2-84)

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Beaverton/Tigard Interchange	COUNTY	SHEET 4	OF 8
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	70'/75' Prestressed Box Beams		Each	11	7250^{00}	79,750^{00}
	85'/90' Prestressed Box Beams		Each	66	9,000^{00}	594,000^{00}
	Reinforced Concrete Bridge End Panels		Sq Yd	590	57^{00}	33,630^{00}
	Two Tube Steel Railing		Lin Ft	597	40^{00}	23,880^{00}
	Concrete Slope Paving		Sq Yd	670	32^{00}	21,440^{00}
	Slope Paving Curbs		Lin Ft	90	16^{00}	1,440^{00}
	Membrane Waterproofing		Sq Yd	3636	7^{50}	27,270^{00}
	1-inch Electrical Conduit		Lin Ft	340	6^{00}	2,040^{00}
	1¼-inch Electrical Conduit		Lin Ft	305	6^{00}	1,830^{00}
	Bridge No. 9606					
	Bridge Removal Work 34.6'x125.3' @ 7/sf		LUMP SUM	All	LUMP SUM	30,300^{00}
	Bridge No. 9607 A					
	Structure Excavation		Cu Yd.	150	11^{00}	1,650^{00}
	Structure Excavation Below Elevations Shown		Cu Yd	15	11^{00}	165^{00}
	Special Wall Backfill		Cu Yd	45	15^{00}	675^{00}
	Structural Concrete, Class 3300 230 C.Y. @ '210/C.Y.		LUMP SUM	All	LUMP SUM	48,300^{00}

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Beaverton/Tigard Hwy Interch.
COUNTY
SHEET 5 **OF** 8
KIND OF WORK
KEY NUMBER
LENGTH
DATE
NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Reinforcement 56,100#@ $.40/#		LUMP SUM	All	LUMP SUM	22,440^{00}
	Expansion Joint, Single Strip Seal		Lin Ft	23	105^{00}	2,415^{00}
	Pedestrian Handrail		Lin Ft	534	30^{00}	16,020^{00}
	Concrete Slope Paving		Sq Yd	53	32^{00}	1,696^{00}
	Slope Paving Curbs		Lin Ft	134	16^{00}	2,144^{00}
	Bridge No. 16637					
	Structure Excavation		Cu Yd	1580	11^{00}	17,380^{00}
	Structure Excavation Below Elevations Shown		Cu Yd	158	11	1,738^{00}
	Special Wall Backfill		Cu Yd	1590	15^{00}	23,850^{00}
	Special Structure Fill		Cu Yd	296	15^{00}	4,440^{00}
	Structural Concrete Class 3300 1162 C.Y @ 210/CY		LUMP SUM	All	LUMP SUM	244,020^{00}
	Reinforcement 193,400# @ $.40/#		LUMP SUM	All	LUMP SUM	77,360^{00}

734-1736 (REV. 2-84)

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Beaverton/Tigard Hwy Interch				COUNTY	SHEET 6	OF 8
KIND OF WORK		KEY NUMBER		LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Reinforced Concrete Bridge End Panels		Sq Yd.	421	57.00	23,997.00
	Waterproofing		Sq Yd	1079	35.00	37,765.00
	Retaining Walls					
	(Bridge No. 16699)					
	Shoring and Cribbing		LUMP SUM	All	LUMP SUM	5,000.00
	Structure Excavation		Cu Yd	1600	11.00	17,600.00
	Special Wall Backfill		Cu Yd	884	15.00	13,260.00
	Concrete in Walls		Cu. Yd	512	210.00	107,520.00
	Reinforcement in Walls		Lb	31600	0.40	12,640.00
	CL6R, Modified, Chain Link Fence		Lin Ft	200	5.00	1,000.00
	SIGNING					
	Removal of Existing Sign Installations		LUMP SUM	All	LUMP SUM	2,600.00
	Wood Sign Posts		LUMP SUM	All	LUMP SUM	5,000.00
1	Sign Support Footings		LUMP SUM	All	LUMP SUM	107,500.00 ~~113,000~~
	Breakaway Sign Supports		LUMP SUM	All	LUMP SUM	2,438.00
	Single Post Breakaway Sign Supports		LUMP SUM	All	LUMP SUM	331.00
	Single Post Slip Base Sign Supports		LUMP SUM	All	LUMP SUM	10,200.00
1	Cantilever Sign Structure, Sta. "EB" 3181+00 Rt.		LUMP SUM	All	LUMP SUM	10,450.00 ~~10,250~~
1	Cantilever Sign Structure, Sta. "L2" 3194+~~25~~ 30 Rt.		LUMP SUM	All	LUMP SUM	8,200.00 ~~8,100~~
1	Cantilever Sign Structure, Sta. "L2" 3207+75 Lt.		LUMP SUM	All	LUMP SUM	6,900.00

SUMMAR —BID SCHEDULE—COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Beaverton/Tigard Hwy Interch		COUNTY	SHEET 7 OF 8
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Cantilever Sign Structure, Sta."L2" 3219+00 Lt.		LUMP SUM	All	LUMP SUM	7,500^{00}
	Sign Bridge, Sta."L2" 3204+00 Lt.		LUMP SUM	All	LUMP SUM	37,800^{00}
	Sign Bridge, Sta."L2" 3211+25 Lt.		LUMP SUM	All	LUMP SUM	24,700^{00}
	Sign Bridge, Sta."L2" 3227+00 Lt.		LUMP SUM	All	LUMP SUM	35,400^{00}
	Cantilever Sign Structure ~~Sign Bridge~~, Sta. "BS2" 86+60 Rt		LUMP SUM	All	LUMP SUM	13,900^{00} ~~26,000^{00}~~
	Sign Bridge, Sta. "B3" 15+35		LUMP SUM	All	LUMP SUM	68,400^{00}
	Sign Bridge, Sta. "BTB2" 86+25		LUMP SUM	All	LUMP SUM	31,500^{00}
	Sign Bridge, Sta. "BTB2" 91+00		LUMP SUM	All	LUMP SUM	31,500^{00}
	Structure Mounts		LUMP SUM	All	LUMP SUM	9,000^{00}
	Signal Pole Mounts		LUMP SUM	All	LUMP SUM	780^{00}
	Bridge Railing Sign Mount		LUMP SUM	All	LUMP SUM	325^{00}
	Modify Existing Sign Bridges		LUMP SUM	All	LUMP SUM	3,000^{00}
	Type "A" and "B" Signs in Place		Sq Ft	3612	17^{00}	61,404^{00}
	Type "C", "D", and "R" Signs in Place		Sq. Ft	649	12^{00}	7,788^{00}
	Type "EE" Signs in Place		Sq Ft	137	14^{00}	1,918^{00}
	Type "H and I" Signs in Place		Sq Ft	93	13^{00}	1,209^{00}
	Type "M" Signs in Place		Sq Ft	9	14	126^{00}
	Move and Reinstall Existing Signs		LUMP SUM	All	LUMP SUM	800^{00}
	Sign Illumination Equipment		LUMP SUM	All	LUMP SUM	44,500^{00}

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Beaverton/Tigard Hwy, Interch.	COUNTY	SHEET 8 OF 8

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	ILLUMINATION					
	Removal of Existing Illumination		LUMP SUM	All	LUMP SUM	19,500^{00}
	Tower and Pole Foundations		LUMP SUM	All	LUMP SUM	33,000^{00}
	Towers, Lowering Devices, Poles and Arms		LUMP SUM	All	LUMP SUM	75,500^{00}
	Luminaires, Lamps and Ballasts		LUMP SUM	All	LUMP SUM	63,600^{00}
	Switching, Conduit, Wiring, Etc.		LUMP SUM	All	LUMP SUM	32,600^{00}
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		LUMP SUM	All	LUMP SUM	226,000^{00}
	Fire Pre-emption System, Complete		LUMP SUM	All	LUMP SUM	14,000^{00}
						6,964.214^{00}
						~~6 984,237~~

734-1736 (REV. 2-84)

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PRO 6

TO: Wayne F. Cobine
Project Unit Engineer

DATE: November 1, 1984

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIG
FRANK E. TERPIN

SUBJECT: Beaverton/Tigard Highway Intchge
Sunset Highway
Washington County
34-1917
IX-27-2(5)

The preliminary engineering costs to develop the subject project may exceed the present authorization. To assist you in requesting supplemental funding, we offer the following comments:

Additional funds are required by functions 901 (Project Manager), 905 (Final Design), 906 (Bridge Design) 909 (R/W Descriptions), 911 (Traffic), 920 (Program Management), 921 (Specifications), 926 (Structural Foundations), 932 (R/W Utility Engineer) and 950 (Training). This was a very large, complex project and this revision includes engineering for a second phase of construction that was going to be done at a later date. The decision was to do both phases at ne time as a better construction method. This is the final request for P.E. funds.

The preliminary engineering costs are $590,000.

FET:PDS:ge

cc Ted Spence
Kit Leshk

81-125-1267

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6-2

Date: January 2, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY
GARY A. POTTER**

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 00026
Project No. IX-27-2(5)
Beaverton/Tigard Highway Interchange
Washington County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated November 1, 1984.

Approval of this request will involve an increase of $90,000.00 in total cost and obligation of $76,500.00 in Federal funds with revised financing as follows:

	Appn Code	TEC	FF	%
Prev. (P.E.)	823	$ 294,118.00	$ 250,000.00	85.0
Prev. (P.E.)	580	205,882.00	175,000.00	
Prev. (Adj. Utilities)	823	26,000.00	22,100.00	
Additional Obligation (P.E.)	580	90,000.00	76,500.00	
Total		$ 616,000.00	$ 523,600.00	

RHZ:bkb
Attachment
cc: E.L. Hardt (Metro)
F.E. Terpin
Karen Bunk (Metro)
Wayne Schulte (Metro)
Gary Zehner ✓
Shirley Williams

9863

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 22, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 00026
Project No. IX-27-2(5)
Beaverton/Tigard Highway Interchange
Washington County

I request approval of a program change to adjust the estimated preliminary engineerng costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated November 1, 1984.

Approval of this request will involve an increase of $90,000.00 in total cost and obligation of $76,500.00 in Federal funds with revised financing as follows:

	Appn Code	TEC	FF	%
Prev. (P.E.)	823	$294,118.00	$250,000.00	85
Prev. (P.E.)	580	205,882.00	175,000.00	
Prev. (Adj. Utilities)	823	26,000.00	22,100.00	
Additional Obligations (P.E.)	178	90,000.00	76,500.00	
TOTAL		$616,000.00	$523,600.00	

WH:me
Attachment
cc: E.L. Hardt (Metro)
R.C. Pool
Karen Bunk (Metro)
Wayne Schulte (Metro)
Gary Zehner
Shirley Williams

Form 734-3122

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: August 6, 1986

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-27-2(17) Beaverton/Tigard Hwy. Intchge. in the amount shown:

Current Obligation	Present Estimate	Increase
$6,512,377	$6,532,394	$20,017

Please arrange for updating of MSD's records to show this change.

RLC:bkb
cc: G. Zehner, w/attach.
W. Schulte, Metro, w/attach.
General Files

✓ Gary Zehner

Oregon State Highway Division
Salem, Oregon August 6, 1986

Federal-Aid Project No. IX-27-2(17)

Beaverton/Tigard Highway Interchange
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to Sta. 3229+50)

Subtotal as on estimate of January 8, 1986		$ 4,732,551.00
	Engineering	565,253.00
	Total	$ 5,297,804.00

Type Code X281
Structures
Beaverton/Tigard Hwy. O'xing #6980 (Sta. L2 3191+61.5 to Sta. L2 3194+15.9)

Total as on estimate of August 2, 1984	$ 1,337,051.00

Type Code X223
Barnes Rd. Connection U'xing #16637 (Sta. BBT2)

Total as on estimate of August 2, 1984	$ 403,465.00

Type Code SFTY
Parkway St. Pedestrian U'xing Br. #9607A

Total as on estimate of August 2, 1984	$ 2,136,831.00

Type Code Y031
Traffic Signals (3 Locations)

Total as on estimate of August 2, 1984	$ 193,500.00

Retain in Reserve

Total as on estimate of August 2, 1984	$ 57,037.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	580	$ 4,875,321.00	$ 4,144,022.00	$ 731,299.00
Channelization	177	422,483.00	359,110.00	63,373.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals	580	193,500.00	164,475.00	29,025.00
Subtotal		$ 7,628,135.00	$ 6,483,913.00	$ 1,144,222.00
Retain in Reserve	580	57,037.00	48,481.00	8,556.00
Total		$ 7,685,172.00	$ 6,532,394.00	$ 1,152,778.00

Nonparticipating Work

State Responsibility for Damages	All Required	$ 5,000.00

Group 1 100%; Group 8 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: C09865

Note: Utility adjustments are included in the P.E. project No. IX-27-2(5).

RLC:bkb

9865

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: August 26, 1986

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-27-2(17) Beaverton/Tigard Highway Interchange in the amount shown:

Current Obligation	Present Estimate	Increase
$6,805,060.00	$6,532,394.00	$272,666.00

Please arrange for updating of MSD's records to show this change.

RLC:me
cc: Gary Zehner, w/attach. ✓
Wayne Schulte, w/attach.
General Files

81-125-1367

12

Gary Zehner

Oregon State Highway Division
Salem, Oregon August 26, 1986

Federal-Aid Project No. IX-27-2(17)

Beaverton/Tigard Highway Interchange
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to Sta. 3229+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.00	1,248	$ 11,232.00	3,341	$ 30,069.00
Moving Temp. Concrete Barrier	3.00	4,075	12,225.00	5,163	15,489.00
Temp. Plastic Safety Markers	40.00	195	7,800.00	286	11,440.00
Class "B" Asphalt Concr. Mixture	15.00	10,100	151,500.00	10,453	156,795.00
Class "C" Asphalt Concr. Mixture	15.00	10,800	162,000.00	14,328	214,920.00
Asphalt Cement in Mixture	165.00	1,150	189,750.00	1,382	228,030.00
12-inch Storm Sewer Pipe	12.00	12,126	145,512.00	12,950	155,400.00
Concrete Barrier Standard	9.00	7,170	64,530.00	11,126	100,134.00
Concrete Barrier Non-Standard	45.00	1,065	47,925.00	1,545	69,525.00
Bedding Materials P.A. #9A	15.00	---	---	699	10,485.00
Ex. Unstable Material FA #1	---	---	---	---	19,694.18
Remove Perm. & Temp. Striping FA #3	---	---	30,000.00	---	55,000.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Constr. Type CG-2 Conc. Inlets FA #6	---	---	30,000.00	---	55,122.93
Exc. Unsuitable Material Below Subgrade FA #10	---	---	205,000.00	---	243,153.87
			$1,057,474.00		$1,365,257.98

Increase	$ 307,783.98
Subtotal from Estimate of January 8, 1986	4,732,551.00
Subtotal	$5,040,334.98
Engineering	578,253.02
Total	$5,618,588.00

Type Code X281
Structures
Beaverton/Tigard Hwy. O'xing #6980 (Sta. L2 3191+61.5 to Sta. L2 3194+15.9)

Total as on estimate of August 2, 1984	$1,337,051.00

Type Code X223
Barnes Rd. Connection U'xing #16637 (Sta. BBT2)

Total as on estimate of August 2, 1984	$ 403,465.00

Type Code SFTY
Parkway St. Pedestrian U'xing Br. #9607A

Total as on estimate of August 2, 1984	$2,136,831.00

Type Code Y031
Traffic Signals (3 locations)

Total as on estimate of August 2, 1984	$ 193,500.00

Retain in Reserve

Total as on estimate of August 2, 1984	$ 57,037.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	178	$ 320,784.00	$ 272,666.00	$ 48,118.00
Channelization	580	4,875,321.00	4,144,022.00	731,299.00
Channelization	177	422,483.00	359,110.00	63,373.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals	580	193,500.00	164,475.00	29,025.00
SUBTOTAL		$7,948,919.00	$6,756,579.00	$1,192,340.00
Retain in Reserve	580	57,037.00	48,481.00	8,556.00
TOTAL		$8,005,956.00	$6,805,060.00	$1,200,896.00

Nonparticipating Work

State Responsibility for Damages	All Required $5,000.00

Group 1 = 100%; Group 8 = 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: C09865

RLC:me

Note: Utility adjustments are included in the P.E. Project No. IX-27-2(5).

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: January 26, 1987

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-27-2(17) Beaverton/Tigard Highway Interchange in the amount shown:

Current Obligation	Present Estimate	Increase
$ 6,931,194.00	$6,805,060.00	$126,134.00

Please arrange for updating of MSD's records to show this change.

RLC:bkb
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1387

Gray Zehner

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 26, 1987

FEDERAL AID PROJECT NO. IX-27-2(17)

BEAVERTON/TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (STA. 3162+51.22 TO STA. 3229+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Type "AA" & "BB" Signs in Place	$ 22.45	---	$ ---	3,166.70	$71,092.42
Temp. Conc. Barrier Reflec.	10.55	---	---	7,327	77,299.85

Increase	$ 148,392.27
Subtotal from estimate of Jan. 26, 1986	5,040,334.98
Subtotal	$5,188,727.25
Engineering	578,253.75
Total	$5,766,981.00

TYPE CODE X281
STRUCTURES
BEAVERTON/TIGARD HWY. O'XING #6980 (STA. L2 3191+61.5 TO STA. L2 3194+15.9)

Subtotal as on estimate of August 2, 1984	$1,337.051.00

TYPE CODE X223
BARNES RD. CONNECTION U'XINT #16637 (STA. BBT2)

Subtotal as on estimate of August 2, 1984	$ 403,465.00

TYPE CODE SFTY
PARKWAY ST. PEDESTRIAN U'XING BR. #9607A

Subtotal as on estimate of Aug. 2, 1984	$ 158,890.00
Subtotal	$1,899,406.00
Engineering	237,425.00
Total	$2,136,831.00

TYPE CODE Y031
TRAFFIC SIGNALS (3 LOCATIONS)

Total as on estiamte of August 2, 1984 $ 193,500.00

RETAIN IN RESERVE

Total as on estimate of August 2, 1984 $ 57,037.00

Length of Project mi.

SUMMARY OF FUNDS 85%

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelzation	178	$ 320,784.00	$ 272,666.00	$ 48,118.00
Channelization	580	5,023,714.00	4,270,156.00	753,558.00
Channelization	177	422,483.00	359,110.00	63,373.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traf. Signals	580	193,500.00	164,475.00	29,025.00
Subtotal		$ 8,097,312.00	$6,882.713.00	$1,214,599.00
Retain in Reserve		57,037.00	48,481.00	8,556.00
Total		$ 8,154,349.00	$6,931,194.00	$1,223,155.00

NONPARTICIPATING WORK

State Responsiblity for Damages All Required $ 5,000.00

Group 1 - 100%; Group 8 - 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: C039865
RLC:bkb

*Note: Utility adjustments are included in the P.E. project No. IX-27-2(5).

[illegible]

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

DATE: May 27, 1987

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-27-2(17) Beaverton/Tigard Highway Interchange in the amount shown:

Current Obligation	Present Estimate	Increase
$6,960,217.00	$ 6,931,194.00	$ 29,023.00

Please arrange for updating of MSD's records to show this change.

RLC:bkb
Attach.
cc: G. Zehner, w/attach.
W. Schulte, w/attach.
General Files

01-125-1387

Gary Zehner

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 27, 1987

FEDERAL AID PROJECT NO. IX-27-2(17)

BEAVERTON/TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (STA. 3162+51.22 TO STA. 3229+50)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Concrete Islands	CY	$ 125.00	28	$ 3,500.00	184	$ 23,000.00
Type "AA" & "BB" Signs in Place (PA #5A)	S.F.	22.45	3,166.7	71,092.42	3,819	85,736.55
				$ 74,592.42		$108,736.55

Increase	$ 34,144.13
Subtotal from estimate of Jan. 26, 1987	5,188,727.25
Subtotal	$5,222,871.38
Engineering	578,253.62
Total	$5,801,125.00

TYPE CODE X281
STRUCTURES
BEAVERTON/TIGARD HWY. O'XING #6980 (STA. L2 3191+61.5 TO STA. L2 3194+15.9)

Subtotal as on estimate of August 2, 1984 $1,337,051.00

TYPE X223
BARNES RD. CONNECTION U'XING #16637 (STA. BBT2)

Subtotal as on estimate of August 2, 1984 $ 403,465.00

TYPE SFTY
PARKWAY ST. PEDESTRIAN U'XING BR. #9607A

Subtotal as on estimate of August 2, 1984 $ 158,890.00

Subtotal	$1,899,406.00
Engineering	237,425.00
Total	$2,136,831.00

TYPE Y031
TRAFFIC SIGNALS (3 LOCATIONS)

Subtotal as on estimate of August 2, 1984	$ 193,500.00

RETAIN IN RESERVE

Total as on estimate of August 2, 1984	$ 57,037.00
Length of Project	0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	178	$ 320,784.00	$ 272,666.00	$ 48,118.00
Channelization	580	5,057,858.00	4,299,179.00	758,679.00
Channelization	177	422,483.00	359,110.00	63,373.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traf. Signals	580	193,500.00	164,475.00	29,025.00
SUBTOTAL		$8,131,456.00	$ 6,911,736.00	$1,219,720.00
Reserve		57,037.00	48,481.00	8,556.00
Total		$8,188,493.00	$ 6,960,217.00	$1,228,276.00

Nonparticipating Work

State Responsibility for Damages	All Required	$ 5,000.00

Group 1 - 100%; Group 8 - 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: C039865

* Note: Utility adjustments are included in P.E. project No. IX-27-2(5).

RLC:bkb

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: September 8, 1987

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. IX-27-2(17)
Beaverton/Tigard Highway Interchange
Washington County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$6,960,217	$6,972,967	$12,750

Please arrange for updating of MSD's records to show this change.

RLC:me
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1987

Oregon State Highway Division
Salem, Oregon September 8, 1987

Federal-Aid Project No. IX-27-2(17)

Beaverton/Tigard Highway Interchange
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to Sta. 3229+50)

Subtotal as on Estimate of May 27, 1987		$5,222,871.38
	Engineering	593,253.62
	Total	$5,816,125.00

Type Code X281
Structures
Beaverton/Tigard Hwy. O'Xing #6980 (Sta. L2 3191+61.5 to Sta. L2 3194+15.85)

Subtotal as on Estimate of August 2, 1984		$1,337,051.00

Type Code X233
Barnes Rd. Connection U'Xing #16637 (Sta. BBT2)

Subtotal as on Estimate of August 2, 1984		$ 403,465.00

Type Code SFTY
Parkway St. Pedestrain U'Xing Br. #9607A

Subtotal as on Estimate of August 2, 1984		$ 158,890.00
	Subtotal	$1,899,406.00
	Engineering	237,425.00
	Total	$2,136,831.00

Type Code Y031
Traffic Signals (3 Locations)

Total as on Estimate of August 2, 1984		$ 193,500.00

RETAIN IN RESERVE

Total as on Estimate of August 2, 1984 $ 57,037.00

Length of Project ------------------ 0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	178	$ 335,784.00	$ 285,416.00	$ 50,368.00
Channelization	580	5,057,858.00	4,299,179.00	758,679.00
Channelization	177	422,483.00	359,110.00	63,373.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals		193,500.00	164,475.00	29,025.00
Subtotal		$8,146,456.00	$6,924,486.00	$1,221,970.00
Reserve		57,037.00	48,481.00	8,556.00
Total		$8,203,493.00	$6,972,967.00	$1,230,526.00

Nonparticipating Work

State Responsibility for Damages All Required $ 5,000.00

Group 1 = 100%; Group 8 = 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: 9865

*Note: Utility adjustments are included in P.E. Project No. IX-27-2(5).

RLC:me

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO 6-2

TO: Ted Spence
Metro Region

DATE: March 10, 1988

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
- Interstate Transfer or Urban System
Project No. IX-27-2(17)
Beaverton/Tigard Highway Interchange
Washington County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$6,979,138	$6,991,888	$12,750

Please arrange for updating of MSD's records to show this change.

RLC:jc
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1367

12

Gary Zehner

Oregon State Highway Division
Salem, Oregon March 10, 1988

Federal-Aid Projet No. IX-27-2(17)

Beaverton/Tigard Hwy. Interchange Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to 3229+50)

Item	Unit Price	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Sound wall (PA #27A)	-0-	---	-0-	---	$40,000.00
			-0-		$40,000.00

Increase	$ 40,000.00
Subtotal from estimate on September 8, 1987	5,222,871.38
Subtotal	$5,262,871.38
Engineering	620,513.62
Total	$5,883,385.00

Type Code X281
Structures-Beaverton/Tigard Hwy. O'xing #6980 (Sta. L2 3191+61.5 to L2 3194+15.85)

Subtotal as on estimate of 9-8-87	$1,337,051.00

Type Code X233
Barnes Rd. Connection U'xing #16637 (Sta. 13BT2)

Subtotal as on estimate of 9-8-87	$ 403,465.00

Type Code SFTY
Parkway St. Pedestrian U'xing Br. #9607A

Subtotal as on estimate of 9-8-87	$ 158,890.00
Sub-total	$1,899,406.00
Engineering	237,425.00
Total	$2,136,831.00

Type Code Y031
Traffic Signals (3 Locations)

Total as on estimate of 9-8-87 $ 193,500.00

Retain in Reserve

Slide Correction	All Required	$ 10,000.00
Test Existing Electircal Circuits	All Required	700.00
	Subtotal	$ 10,700.00
	Engineering	1,337.00
	Total	$ 12,037.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	178	$ 335,784	$ 285,416	$ 50,368
Channelization	580	5,125,118	4,356,350	768,768
Channelization	177	422,483	359,110	63,373
Structures	580	2,136,831	1,816,306	320,525
Traffic Signals	580	193,500	164,475	29,025
Subtotal		$ 8,213,716	$ 6,981,657	$ 1,232,059
Reserve	580	12,037	10,231	1,806
Total		$ 8,225,753	$ 6,991,888	$ 1,233,865

Nonparticipating Work

State responsibility for damages	All Required	$ 5,000.00

Subjob 010 = 0%; Subjob 011 = 100%; Subjob 080 = 0%
Contract No. 9865
Prefix: C034-1917 P.E.
Prefix: C09865

Note: Utility adjustments are included in P.E. Project No. IX-27-2(5).

RLC:jc

926

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: June 22, 1988

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
IX-27-2(17)
Beaverton-Tigard Highway Interchange Section
Sunset Highway
Washington County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$6,991,888	$7,005,628	$13,740

Please arrange for updating of MSD's records to show this change.

DDB:bkw
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1367

Zehner

Oregon State Highway Division
Salem, Oregon June 22, 1988

Federal-Aid Project No. IX-27-2(17)

Beaveton-Tigard Highway Interchange Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to 3229+50)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "B" Asphalt Conc. Mixture	Ton	$ 15.00	10,453	$ 156,795.00	10,949.49	$ 164,242.35
Asphalt Cement in Mixture	Ton	165.00	1,382	228,030.00	1,404.81	231,793.65
18-inch Storm Sewer Pipe	LF	22.00	664	14,608.00	706	15,532.00
Extra for Pipe Under Pave.	LF	10.00	2,677	26,770.00	3,080	30,800.00
				$ 426,203.00		$ 442,368.00

Total Increase	$ 16,165.00
Subtotal from previous estimate of March 10, 1988	5,262,871.38
Subtotal	$ 5,279,036.38
Engineering	620,513.62
Total	$ 5,899,550.00

Type Code X281
Structure, Bridge #6980 Beaverton-Tigard Highway (Sta. "L_2" 3191+61.5 to 3194+15.85)

Total as on estimate of May 13, 1988 $ 1,337,051.00

Type Code X233
Structure, Bridge #16637, Barnes Road Connection (Sta. 13BT2)

Total as on estimate of May 13, 1988 $ 403,465.00

Type Code SFTY
Structure, Bridge #9607A Parkway St. Pedestrian

Total as on estimate of May 13, 1988	$ 158,890.00
Subtotal	$ 1,899,406.00
Engineering	237,425.00
Total	$ 2,136,831.00

Type Code Y031
Traffic Signals (3 Locations)

Subtotal as on estimate of May 13, 1988	$ 172,000.00
Subtotal	$ 172,000.00
Engineering	21,500.00
Total	$ 193,500.00

Retain in Reserve

Subtotal as on estimate of May 13, 1988	$ 10,700.00
Subtotal	10,700.00
Engineering	1,337.00
Total	$ 12,037.00

Nonparticipating Work

State Responsibility for Damages	All Required	$ 5,000.00

Length of Project ----------- 0.00 mile

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channel	178	$ 335,784.00	$ 284,416.00	$ 50,368.00
Channel	580	5,126,283.00	4,357,340.00	768,943.00
Channel	177	437,483.00	371,860.00	65,623.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals	580	193,500.00	164,475.00	29,025.00
Reserver	580	12,037.00	10,231.00	1,806.00
Subtotal		$ 8,241,918.00	$ 7,005,628.00	$ 1,236,290.00
Nonparticipating		5,000.00	--	5,000.00
Total		$ 8,246,918.00	$ 7,005,628.00	$ 1,241,290.00

Contract No. 9,865
Sub-Job: 010 = 0%; 011 = 100%; 080 = 0%
Prefix: C034-1917 (PE)
C09865

NOTE: Utility adjustment are included in PE Project No. IX-27-2(5)

DDB:jc

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

April 12, 1989

In Reply Refer To
File No.:

34-1917

ANDREW COTUGNO, Transportation Director
Metropolitan Service District
2000 S.W. First Avenue
Portland, OR 97201-5398

Subject: FAIX Funding Exchange
Sunset Hwy./Hwy. 217 Intch.

As a result of commitments related to the BIIN proposal in Washington County, we request that $75,000 of FAIX funds be transferred to the Washington County FAIX reserve from the Sunset Highway @ Highway 217 project. The $75,000 should be taken from the authorized right-of-way funds for the Sunset/217 project.

Please revise the TIP to reflect this change.

Ted Spence

TED SPENCE
Plan and Program Manager

TS:WS:po

cc: Robert Bothman
Don Adams
Don Aman
~~Gary~~ Zehner
Wayne Schulte

PROGRAM SECTION
Manager____ Admin____
Program____ Fiscal____ Local____
APR 14 1989
Refer To ____
R/D____ D/R____ Act____
Discuss____ File____ Discard____

734-1850 (1-87)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY
(For use of Paying Office)

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 10/18/82
TO 12/01/89

FEDERAL AID PROJECT NO. 1X-27-2(14)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2,281,224.88	2,276,094.95	.85%	1,934,680.70	1,934,680.70	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY: Oregon
DATE: 12/12/89
SIGNATURE OF AUTHORIZED OFFICIAL: R J Hack
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Beaverton/Tigard Highway Interchange Section Sunset Highway Washington Co.					
	Right of Way Type Code ROW					
	Right of Way		All Required		$2,276,094.95	
	Non-Participating Project Cost					
	Right of Way		All Required		$ 5,132.93	
	Total Project Cost				$2,281,227.88	
	AMOUNT CARRIED FORWARD					

9865

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-7-92

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENEDE

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Building, Salem, OR 97310

STATE
OREGON

VOUCHER TYPE *(Check appropriate block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 06 20 84
TO 02 06 90

FEDERAL AID PROJECT NO.
IX-27-2(17)

(*) Use Form FHWA - 1447 for Final Voucher for a project construction under certification acceptance or secondary road procedures (23 U. S. C. 117)

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENT	NET AMOUNT CLAIMED
(177)	$453,647.06	$453,647.06	85.00%	$385,600.00	$385,600.00	0.0
(178)	$376,296.48	$376,296.48	85.00%	$319,852.00	$319,852.00	0.0
(580)	$28,144.80	$28,144.80	85.00%	$23,923.08	$23,923.08	0.0
(580)	$7,527,357.83	$7,269,442.02	85.00%	$6,179,025.71	$6,179,025.71	0.0
( )						
	$8,385,446.17	$8,127,530.36		$6,908,400.79	$6,908,400.79	0.0

I certify that the costs shown in this voucher have been incurred in accordance wiht terms of project agreements; applicabel State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON STATE HIGHWAY DIVISION

DATE
9-18-92

SIGNATURE OF AUTHORIZED OFFICIAL
Donald C Aman
Don Aman, Manager

REMARKS

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

BEAVERTON/TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
WASHINGTON COUNTY
IX-27-2(17)

CONSTRUCTION		
TYPE CODE Y008		
CHANNELIZATION		
CONTRACT SUMMARY		$5,151,862.39
177	453,647.06	
178	376,296.48	
580	4,321,918.85	
CONTRACT SUMMARY PAYMENT TO US DEPARTMENT OF LABOR (SEE ADJUSTMENT 6066)		10,443.80
SFO 1 STRIPING		18,550.88
SFO 4 RELOCATE METER BASE		673.46
SFO 8 PROVIDE AND INSTALL SHIELD		154.21
SFO 9 SIGNING		14,586.27
SFO 10 ROW MONUMENTATION		12,007.72
SFO 11 RELOCATE CONNECTION (PGE)		3,327.29
TOTAL TYPE CODE		$5,211,606.02
TYPE CODE X281		
BEAVERTON/ TIGARD HWY. O'XING STA. 6980A		
CONTRACT SUMMARY		$1,319,405.09
TYPE CODE X223		
BARNES RD. CONNECTION U'XING		
CONTRACT SUMMARY		$397,648.18
TYPE CODE SFTY		
PARKWAY ST. PEDESTRIAN U'XING		
CONTRACT SUMMARY		$156,670.57
TYPE CODE Y031		
TRAFFIC SIGNAL		
CONTRACT SUMMARY		$172,000.00
SFO 2 SIGNAL CONTROLLER TESTING		11,858.38
TOTAL TYPE CODE		$183,858.38
TOTAL PARTICIPATING CONSTRUCTION		$7,269,188.24
CONSTRUCTION ENGINEERING		
STATE		$857,839.85
MISC PROJECT COST		
AUDIT SERVICES		$502.27
TOTAL PARTICIPATING PROJECT COST		$8,127,530.36

NONPARTICIPATING PROJECT COST

CONTRACT SUMMARY	$232,796.24
CONSTRUCTION ENGINEERING	24,902.59
ROW MONUMENTATION	216.98
TOTAL NONPARTICIPATING COST	$257,915.81
TOTAL PROJECT COST	$8,385,446.17

1984 Scholls Hwy. at SW Nicol 9866
Rd. Sec, Scholls Hwy. SW of Ptld.
(gr, pav, lands.)

jc cc: OSHD (L. Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 12/3/86	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. HES-9234(9)
COMPLETION DATE (Actual) 11/30/84	ACCEPTANCE DATE BY CONRTACT AGENCY 6/6/86	TIME ELAPSED A 124 B 100 %	CONTRACT TIME A 8/31/84 B 10/31/84 (Landscape only)

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SCHOLLS HIGHWAY @ S. W. NICHOL ROAD
SCHOLLS HIGHWAY
Grading, Paving & Landscaping

This project provides for the channelization of turning movements at the subject intersection. The existing section of highway had to be widened to accomodate the turning movement lanes.

The contract was awarded to Oregon Asphaltic Paving Co. on August 6, 1984. Work started August 10, 1984 and was completed November 30, 1984. The contract completion date of phase "A" of this contract overran 32 days. Five days were concurred in by FHWA due to the contract and bond being mailed late. Twenty one additional days were granted by the State due to late utility pole relocation which were nonparticipating. Liquidated damages were assessed for the remaining 6 days. A 30 day time extension was granted for phase "B" in order to obtain more favorable soil moisture for the required landscape work.

A final inspection of the completed work was made 12/11/84 with Howard Harris and Marion Craft; OSHD. A general underrun of numerous bid items resulted in the project cost underrunning the original authorization by 18%.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
W. E. SCHWARTZ
12/11

RECEIVED
STATE HWY ENGR
DEC 10 '86
Fredrickson
REFER TO
FOR
Info | Inves | R/W | D R | ign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M Heil		SIGNATURE G. K. Hosmer	
TITLE Assistant Area Engineer	DATE 12-8-86	TITLE District Engineer A	DATE 12/9/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

July 3, 1986

CON 5 - #9866

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9866 awarded to Oregon Asphaltic Paving Co. for work on the Scholls Highway at S.W. Nicol Road in Washington County was completed on March 14, 1986, and accepted by the State Highway Division on June 6, 1986.

Final payment in the amount of $2,713.46 will be released to the contractor after July 9, 1986. The total contract amount is $67,737.51 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: Oregon Asphaltic Paving Co.
P.O. Box 16537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Rick Kuehn

9866

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5
9866

TO: Robert Gormsen
Manager, Commission Services

DATE: June 6, 1986 duplicate

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9866, On Site Work Substantially Completed November 30, 1984

All Work Completed March 14, 1986

Project Scholls Highway at S.W. Nicol Road

Highway Scholls

County Washington

Type of Work Grading, Paving and Landscape

Contractor Oregon Asphaltic Paving Co.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

memo of 6/6 lost in mail

7-3-86 - Surety letter written.

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

*** FINAL REPORT ***

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Scholls Highway at S.W. Nicol Road	WEEK ENDING March 28, 1986
		SECTION PREFIX 134-1011
	HIGHWAY Scholls	COUNTY Washington
NAME OF JOB Scholls Hwy. at S.W. Nicol Rd.	KIND OF WORK Grading, Paving and Landscaping	
CONTRACTOR Oregon Asphaltic Paving Co	CONTRACT NUMBER 9866	FEDERAL AID PROJECT NUMBER HES-9234(9)
DATE OF CONTRACT August 6, 1984	DATE WORK STARTED August 10, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 94,781 96	SPECIFIED COMPLETION DATE (a)8-31-84(b)10-31-84	PERCENT OF TIME ELAPSED (a) 124 (b) 100
EXCLUSIVE OF ENGINEERING: $ 86,504.06	ENGINEERING AUTHORIZATION $ 8,277.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 69,468.80	ENGINEERING COST TO DATE $ 8,208 33	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 19 7 %	PERCENT OF AUTHORIZATION 99 %	DATE PROJECT WAS COMPLETED: March 14, 1986

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Landscaping	
100	100	100	100	100	N/A	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.18	.18			18
MILES PARTIALLY COMPLETED	.18	.18			18
MILES COMPLETED	18	.18			.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	300 CY	500 Ton			740 Ton
TOTAL QUANTITIES CORRECTED TO DATE	359 CY	386 Ton			620 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	359 CY	386 Ton			620 Ton
AVERAGE DAILY QUANTITIES (This Week)	0 CY	0 Ton			0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 Ton			0 Ton
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

March	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23		6(a)		
MONDAY 24		6(a)		
TUESDAY 25		6(a)		
WEDNESDAY 26		6(a)		
THURSDAY 27		6(a)		
FRIDAY 28		6(a)		
SATURDAY 22		6(a)		F

CONTRACT NO.: 9866 [illegible]TE: March 28, 1986

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No activity.
24 MONDAY	No activity.
25 TUESDAY	No activity.
26 WEDNESDAY	No activity
27 THURSDAY	No activity.
28 FRIDAY	No activity.
22 SATURDAY	No activity.

REMARKS

STATUS TO DATE: Project was completed on March 14, 1986.

The Semi-Final Estimate has been submitted.

The Third Notification has been submitted.

This will be the FINAL WEEKLY REPORT submitted for this project.

Date: March 28, 1986

SIGNED

Howard R. Harris, Project Manager

LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
W. E. SCHWARTZ

DATE: March 21, 1985

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton
FROM: for C. C Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-9234(9)

Contract 9866, Work Completed November 30, 1984

Project Scholls Highway @ SW Nicol Road

Highway Scholls

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ______________________

Dale E. Wilken
Division Administrator

BMW:mk

cc: H. S. Coulter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

Form 734-3122

9866

November 21, 1984

CON 5

Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, OR 97233

Time Extension Request
Scholls Highway @ SW Nichol Road
Contract No. 9866
FAP No. HES-9234(9)

Your request for 30 calendar days of additional contract time in which to complete phase "b" of the above project has been carefully considered.

You requested the additional time in order to obtain more favorable soil moisture for the required work. We agree that this is desirable and a contract time adjustment of an additional 30 calendar days is granted for completion of phase "b" of this contract.

The adjusted contract time of completion of phase "b" of this contract is November 30, 1984.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

bc C. O. Fredrickson
Al Harwood w/att.
Howard Harris w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

O: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 26, 1984

Marion Craft

ROM: MARION CRAFT
Metro Region Construction Engineer

UBJECT: SCHOLLS HWY. @ SW NICOL RD.
Contract 9866

Attached is another request for adjustment of time from the contractor, Oregon Asphalt Paving Company, for phase "B" of this project. Also attached are letters from suppliers of landscape material and Howard Harris' letter with his list of pertinent dates and events and his analysis.

Since Merle Anderson is in agreement with the statements from the landscaper on this job, I think we should grant this extension as requested, which would extend phase "B" from October 31 to November 30, 1984.

MC/gw
Attachment
cc Howard Harris

11-15-84

W.E. Schwartz -

I concur with Region and Project Mgr. and recommend a 30 c.d. time extension for phase "b" (landscape work) of the project due to conditions unsuitable for performance of this work - (too dry).

D.A. Jackmond

CE____ CAE____ RECEIVED LS____ TC____
COE____ OM____ SA____ CC____
CA____ OCT 29 1984 FE____
CAM____ MA____
CP____ CONSTRUCTION OCS____
EEO____ SECTION FILE____

1387

November 21, 1984

CON

Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, OR 97233

Time Extension Request
Scholls Highway @ SW Nicol Road
Contract No. 9866
FAP No. HES-9234(9)

Your request for additional contract time in which to complete phase "a" of the above contract has been carefully reviewed.

You have requested an additional 18 calendar days due to nonperformance by a prospective subcontractor and due to utility pole relocation delays.

Nonperformance by a subcontractor or a prospective subcontractor is not a valid reason for adjustment of contract time and this portion of your request is accordingly denied.

A contract time adjustment of 21 calendar days is granted for completion of phase "a" of the project due to late utility pole relocation. The adjusted contract time of completion of phase "a" of the contract is September 26, 1984. There remains six calendar days of liquidated damages under phase "a" of this contract.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager Howard Harris.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

bc C. O. Fredrickson
Al Harwood w/att.
Howard Harris w/att.
FHWA w/att.
Bruce Walton (Note: this is FHWA N-P)

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 26, 1984

Marion Craft
FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: Scholls Hwy. @ SW Nicol Rd.
Contract 9866

Attached is a request for extension of time from the contractor, Oregon Asphalt Paving Company and Howard Harris' analysis of the time extension request.

Howard lists the pertinent dates and events in his letter and also lists the two reasons for the time extension request.

I agree with Howard's analysis and recommend that we grant 27 days to phase "A" on this project, which would eliminate all liquidated damages under this phase.

11-15-84

W. E. Schwartz -

I concur with Region & Project Manager in recommending a 21 c.D. time extension due to late utility relocation. This time extension will be FHWA non-participating, and applies to phase "a" only.

I do not concur with Region and Project Manager in the matter of DBE subcontractor non-performance. This is not a valid reason for adjustment of contract time and should be denied.

D. B. Jackmond

MC/gw
Attachment
cc Howard Harris

CE___ CAE___ RECEIVED LS___ TC___
COE___ ON___ SA___ CC___
CA___ OCT 29 1984 FE___
CAM___ NA___
CP___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

1307

9866

October 10, 1984

Oregon Asphaltic Paving Co.
1220 S. E. 190th Avenue
Portland, OR 97233

CON 5
#9866

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9866 for work on the Scholls Highway at SW Nicol Road in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Safeco Insurance Company
of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Howard Harris
Merle Anderson

APA

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497 1220 S. E. 190TH AVENUE PORTLAND, OREGON 97233

July 16, 1984

Mr. Robert Gormsen
Office of Commission Services
Room 121, State Transportation Bldg
Salem, Or. 97310

Subject: Disadvantaged Business Enterprise (DBE) Goals
Women Business Enterprise (WBE) Goals
Grading, Paving and Landscaping
Scholls Highway at S.W. Nicol Road

Dear Mr. Gormsen:

A notification, by phone, was received from your office that the above project will be awarded to our firm.

The following is a breakdown of the disadvantaged and female business enterprises that we intend using on this project.

Disadvantaged:

D.B.E. Construction Inc., P.O. Box 230118, Tigard, Or. 643-1160

#6. Clearing & Grubbing	Lump Sum		$3000.00
#7. Removal of Structures & Obstructions		Lump Sum	$1500.00
#8. General Excavation	300 C.Y.	@$10.00	$3000.00
#9. Trench Excavation	40 C.Y.	@$ 8.00	$ 320.00
#10. Structure Excavation	10 C.Y.	@$16.00	$ 160.00
#14. 12-inch Culvert Pipe	155 L.F.	@$13.00	$2015.00
#15. Extra for Pipe under pvmt.	70 L.F.	@$12.00	$ 840.00
			$10835.00

$10,835.00 divided by $75,779.00(contract total) equals 14 percent.

Female:

Fletcher Trucking Inc., 1123 N.E. 238th Ave., Troutdale, Or. 661-6024

#12. Class "C" Asphalt Concrete	200 Tons	@$4.25	$850.00

$850.00 divided by $75,779.00(contract total) equals 1.1 percent.

We hope this meets with your approval.

very truly yours,

OREGON ASPHALTIC PAVING CO.

Pete Peterson
Pete Peterson

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 18, 1984

In Reply Refer to
File No.

Oregon Asphaltic Paving Co.
1220 SE 190th Ave.
Portland, OR 97233

Time Extension Request
Scholls Highway @ Nicol Road
Contract No. 9866
FAP No. HES-9234(9)

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of an additional 5 calendar days is granted for completion of phase "a" of the contract due to the contract and bond being mailed to you 25 calendar days following the opening of bids on this project. The adjusted contact time of completion of phase "a" of this contract is September 5, 1984. The specified time of completion for phase "b" of the contract remains October 31, 1984.

Should you wish further review of this matter, please contact Project Manager Howard Harris.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Howard Harris w/att.
FHWA w/att.
Bruce Walton

TE/99

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: August 31, 1984

FROM: Allan C. Harwood
Metro Region Operations Engineer

SUBJECT: Scholls Hwy. @ SW Nicol Road
Contract 9866

Enclosed is a request from the contractor on the subject project for an increase in time in which to complete work without assessment of liquidated damages.

Project Manager Harris recommends 5 days be granted. The contract was let with a specified completion date, and the award was made August 6, 25 days after proposals were received.

I concur in Harris' recommendation, that an extension of time be granted as a result of the elapsed time between the date bids are received and the contract documents were mailed to the contractor, exceeding 20 days referred to in section 103.08 of the standard specifications.

9-17-84

W. E. Schwartz –

I concur with Region and Proj. Manager and recommend a 5 C.D. time extension,

O. B. Jackson

ACH/gw
Attachment
cc Howard Harris

CE ___ [✓ CAE] ✓ RECEIVED LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
CA ___ SEP 4 1984 FE ___
CAM ___ MA ___
CP ___ CONSTRUCTION OCS ___
LEO ___ SECTION FILE ___

August 13, 1984

Mr. Robert C. Cruz
Division Engineer
Unified Sewerage Agency
of Washington County
150 N. First Avenue
Hillsboro, OR 97124

Sanitary Sewer Manhole Adjustment
Scholls Hwy @ SW Nicol Rd. Sec.
Scholls Highway
Washington County
Project No. HES-9234(9)

Dear Mr. Cruz:

Reference is made to my letter of June 15, 1984, which set forth the terms for including the adjustment of Unified Sewerage Agency's conflicting sanitary sewer manholes in the highway construction contract for the above-titled project. Those terms were accepted by your Agency. A copy of my June 15, 1984 letter is attached for your reference.

Bids have been received on the subject project and the contract was awarded to the low bidder, Oregon Asphalt Paving Co., 1220 SE 90th Ave, Portland, OR 97233.

Oregon Asphalt Paving Company's bid for Item 025, Adjusting Manholes, is $400.00 each. A copy of the Bid Schedule is attached. The estimated cost to Unified Sewerage Agency is now:

Adjusting Manholes 1 each @ $400.00 = $400.00

You are now requested to forward a check in the amount of $400.00, made payable to the Oregon State Highway Division, to this office at the earliest possible date.

If more or less manholes require adjustment, an appropriate adjustment will be made upon completion of the State's project.

Your cooperation in this matter is appreciated.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

RECEIVED
STATE HWY ENGR
AUG 14 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

JMC/nv
Attachments

~~bc: E~~. S. Hunter
Wayne F. Cobine ✓
E. L. Hardt ✓
Walter Bartel
Jan Peterson ✓
Dick Fleming ✓

· 9866

ATE CO ✓

TO BE COMPLETED BY FHWA		
8-134	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** [illegible] 84	STATE Oregon COUNTY Washington PROJECT NO. HES-9234(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Scholls Highway @ S.W. Nicol Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-84	0.0

OTHER *(Specify)*

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 94,038.00	$ 36,000.00 (Fixed)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG 10 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 8, 1984

Federal Aid Project No. HES-9234(9)

Scholls Highway @ S.W. Nicol Rd. Section
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 91+00 to Sta. 97+50)

Mobilization	Lump Sum	All	Lump Sum	$ 3,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,000.00
Temporary Signs	Sq. Ft.	148	8.00	1,184.00
Temporary Barricades	Each	4	150.00	600.00
Flaggers	Hour	240	16.00	3,840.00

ROADWORK

Clearing and Grubbing	Lump Sum	All	Lump Sum	3,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,700.00
General Excavation	Cu. Yd.	300	11.00	3,300.00
Trench Excavation	Cu. Yd.	40	10.00	400.00
Structure Excavation	Cu. Yd.	10	20.00	200.00
1"-0 Aggregate Base	Ton	500	11.00	5,500.00
Class "C" Asphalt Concrete	Ton	740	36.00	26,640.00
Concrete in Walls	Cu. Yd.	6	250.00	1,500.00
12-inch Culvert Pipe	Lin. Ft.	155	15.00	2,325.00
Extra for Pipe Under Pavement	Lin. Ft.	70	13.00	910.00
Concrete Inlets, Type "CG-2"	Each	2	400.00	800.00
Guard Rail, Type 2A	Lin. Ft.	100	14.00	1,400.00
Guard Rail Anchors, Type 1	Each	1	400.00	400.00
Guard Rail Anchors, Type 1 Modified	Each	1	400.00	400.00
Rail End Pieces, Type B	Each	1	100.00	100.00
Rail End Pieces, Type C	Each	1	100.00	100.00
Type CL-8R Fence with Pickets	Lin. Ft.	315	15.00	4,725.00
Concrete Curbs	Lin. Ft.	390	4.50	1,755.00
Extra for Asphalt Approaches	Each	7	150.00	1,050.00
Adjusting Manholes	Each	1	400.00	400.00
Adjusting Inlets	Each	6	250.00	1,500.00
Seeding, Fertilizing and Mulching	Lump Sum	All	Lump Sum	1,600.00
Furnishing and Planting Trees	Each	29	130.00	3,770.00
Furnishing and Planting Shrubs	Each	55	22.00	1,210.00
Soil Conditioner	Cu. Yd.	10	27.00	270.00

Bark Mulch	Unit	2	200.00	400.00
				$ 75,479.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	500.00
		$ 3,000.00
	Subtotal	$ 78,479.00
	Engineering	11,379.00
	Subtotal	$ 89,858.00
Credit for Manhole Adjustment (Unified Sewage Agency)		(400.00)
	Total	$ 89,458.00
Length of Project		0.0 mi.

Retain in Reserve

Permanent Signing	All Required	$ 4,000.00
	Subtotal	$ 4,000.00
	Engineering	580.00
	Total	$ 4,580.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds*	State Funds	(24%) County Funds	(16%) School Funds
Channelization	$89,458.00	$ 36,000.00	$17,676.00	$ 21,469.00	$ 14,313.00
Reserve	4,580.00	----	2,749.00	1,099.00	732.00
Total Participating	$94,038.00	$ 36,000.00	$20,425.00	$ 22,568.00	$ 15,045.00
Nonparticipating	300.00	----	180.00	72.00	48.00
Grand Total	$94,338.00	$ 36,000.00	$20,605.00	$ 22,640.00	$ 15,093.00

Group 1- 100%   Group 8 - 0%

Contract No. 9866

Prefix: 134-1422
134-1011

*Fixed Federal Funds

County Funds Maximum	$28,000
School Funds Maximum	$19,000

CL:bkb
WH:bkb

Nonparticipating State Work

Single Mailbox Supports	Each	3	100.00	$	300.00

1866

July 17, 1984

Oregon Episcopal School
Malcom Manson, Headmaster
6300 SW Nicol Road
Portland ~~Beaverton~~, OR ~~97005~~ 97223

Dear Mr. Mason:

On July 12, 1984 we received a satisfactory bid from Oregon Asphalt Paving Co., 1220 S.E. 190th Ave., Portland, OR 97233, for the Scholls Highway at S.W. Nicol Road Section of Scholls Highway No. 143.

The Preliminary Engineering and Construction Finance Agreement No. 7743 requires Oregon Episcopal School to deposit its share of the project costs at this time. The County Share is computed as follows:

Contractor's Bid		$ 75,779.00
Anticipated Additional Items:		
Permanent Signing	$4,000.00	
Permanent Pavement Striping	2,000.00	
Temporary Pavement Striping	500.00	
Temporary Erosion Control	500.00	7,000.00
Subtotal		$ 82,779.00
Contingencies (4-1/2%)		3,725.06
Engineering (10%)		8,277.90
Total Construction Cost		$ 94,781.96
Estimated R/W Cost		7,000.00
Total Cost		$ 101,781.96
School Share (16%)		16,285.11
Rounded		16,300.00

Please submit your $16,300.00, which should arrive not later than August 3, 1984 using one of the two options for payment described in the attachment.

Very Truly Yours,

Received check 8-3-84 RLD

Gary A. Potter, Manager
Program Section

RLD:me
Attachments
bc: W/AD #84-83
Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #84-83 when deposited.

MKS
62

7266

July 17, 1984

Rick Daniels
Land Use and Transportation
Washington County
150 N. First, Room 418
Hillsboro, OR 97123

Dear Mr. Daniels:

On July 12, 1984 we received a satisfactory bid from Oregon Asphalt Paving Co., 1220 S.E. 190th Ave., Portland, OR 97233, for the Scholls Highway at S.W. Nicol Road Section of Scholls Highway No. 143.

The Preliminary Engineering and Construction Finance Agreement No. 7743 requires Washington County to deposit its share of the project costs at this time. The County Share is computed as follows:

Contractor's Bid		$ 75,779.00
Anticipated Additional Items:		
Permanent Signing	$4,000.00	
Permanent Pavement Striping	2,000.00	
Temporary Pavement Striping	500.00	
Temporary Erosion Control	500.00	7,000.00
Subtotal		$ 82,779.00
Contingencies (4-1/2%)		3,725.06
Engineering (10%)		8,277.90
Total Construction Cost		$ 94,781.96
Estimated R/W Cost		7,000.00
Total Cost		$ 101,781.96
County Share (24%)		24,427.67
Rounded		24,430.00

Please submit your $24,430.00, which should arrive not later than August 3, 1984 using one of the two options for payment described in the attachment.

Very Truly Yours,

Received 7-23-84
LGIP

Gary A. Potter, Manager
Program Section

RLD:me
Attachments
bc: W/AD #84-82
Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #84-82 when deposited.

9866

I

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 12, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project HES-9234(9)
Scholls Highway @ SW Nicol Road Section
Scholls Highway
Washington County

We concur in your revision to the intersection striping pattern as outlined in Mr. Adam's letter of July 6, 1984. This will confirm our prior PS&E approval date of June 20, 1984.

Sincerely yours,

Christianson
Dale E. Wilken
Division Administrator

cc:
OSHD (D R Adams)
OSHD (G Potter)

NOTED
E. S. HUNTER

cy
Bothman

RECEIVED
STATE HWY ENGR
JUL 16 '84
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

143A

DATE: July 6, 1984 DES 16

TO: Dale E. Wilken
Division Administrator, ATTN: Clift Christ~~ens~~ianson
Federal Highway Administration

FROM: Donald R. Adams, P.E.
Final Design Engineer

SUBJECT: Scholls Hwy. at S.W. Nicol Rd. Sec.
Scholls Highway
Washington County

Your concern of a possible conflict in the traffic pattern between (NB) Scholls Highway traffic and (EB) Laurelwood traffic has been investigated.

The solution arrived between our Traffic and Design Sections is as follows: By removing the previously proposed islands in the median area, and re-stripping the Laurelwood traffic stop bar as shown on the Sketch Map. We hope to give the driver at Laurelwood Road better sight distance, thus reducing the probability of this traffic seeking refuge between the islands, and eliminating any conflict with Scholls Highway Traffic.

We solicit your concurrence that it is in the public's interest to make this revision.

DRA/cm
Attach. - Sketch Map

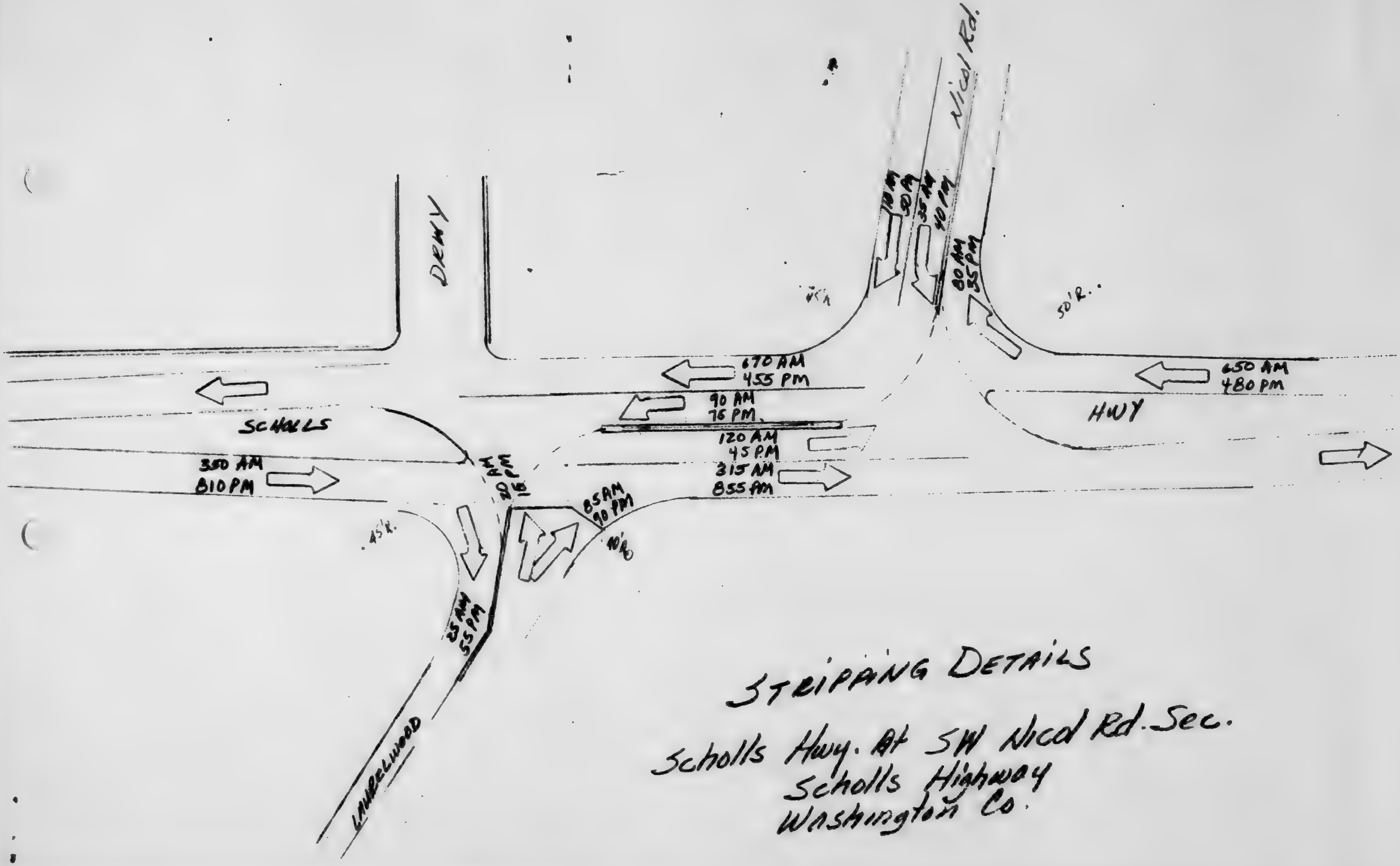
bc: Norm Henry MC

RECEIVED
[illegible]
ROAD DESIGN
SECTION

1 Versteeg ✓
Anderson
Adams
[illegible]
Edwards
Terpin
Trout
Wekarlig

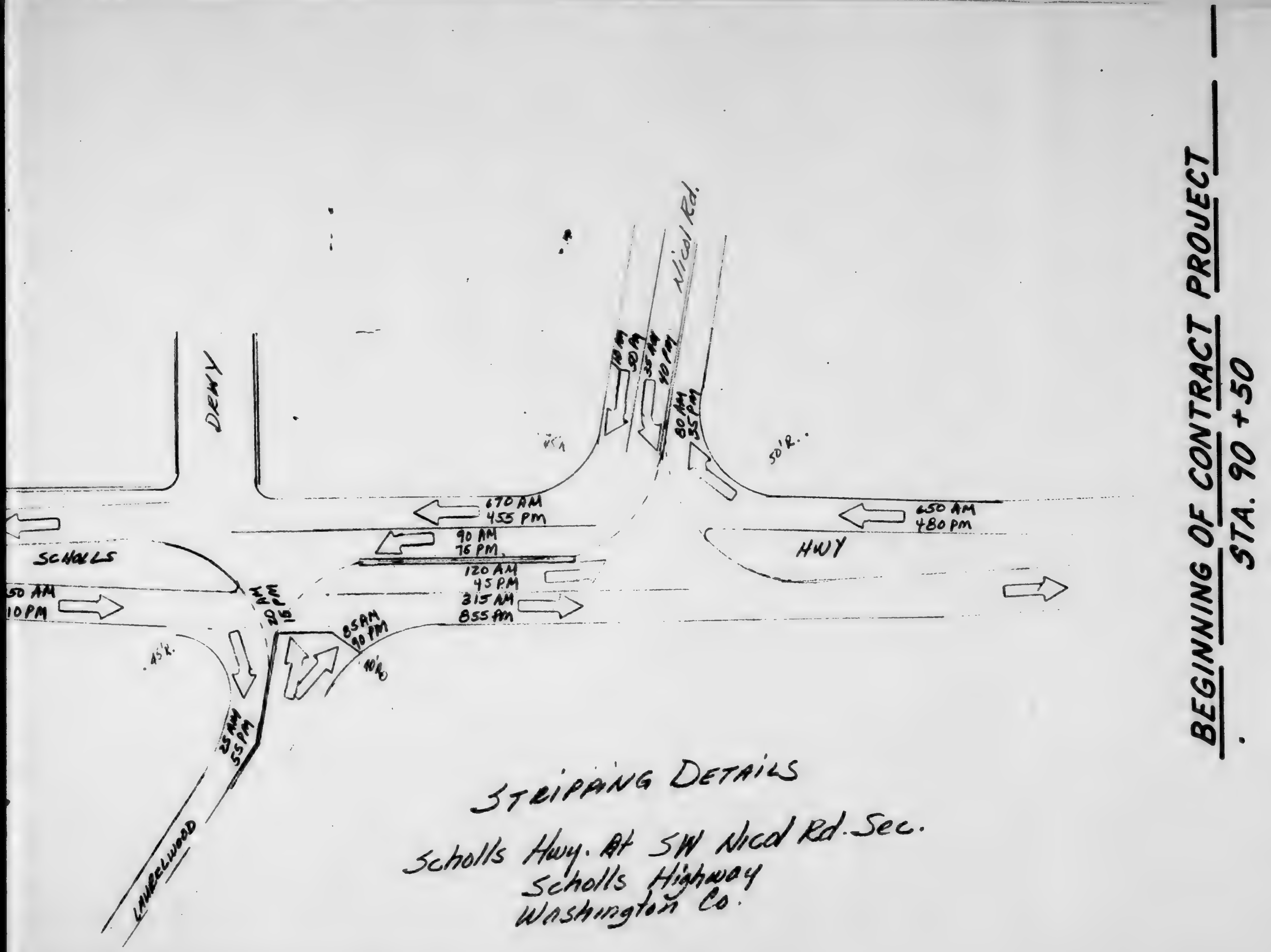
Do Not File
Return to
Bring Up
Action

BEGINNING OF CONTRACT PROJECT


Nicol Rd.
10 AM
60 PM
35 AM
40 PM
80 AM
35 PM
45'R.
50'R.
DRWY
670 AM
455 PM
90 AM
76 PM
120 AM
45 PM
315 AM
855 PM
650 AM
480 PM
HWY
SCHOLLS
350 AM
810 PM
20 AM
15 PM
85 AM
90 PM
10'R
45'R.
25 AM
55 PM
LAURELWOOD

STRIPING DETAILS

Scholls Hwy. At SW Nicol Rd. Sec.
Scholls Highway
Washington Co.


BEGINNING OF CONTRACT PROJECT
STA. 90 + 50
Nicol Rd.
18 AM
50 PM
35 AM
40 PM
80 AM
35 PM
45'R
50'R.
DRWY
670 AM
455 PM
650 AM
480 PM
90 AM
76 PM
HWY
120 AM
45 PM
315 AM
855 PM
SCHOLLS
50 AM
10 PM
20 AM
18 PM
85 AM
90 PM
40'R
45'R.
25 AM
55 PM
LAURELWOOD

STRIPPING DETAILS

Scholls Hwy. At SW Nicol Rd. Sec.
Scholls Highway
Washington Co.

9866

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: L. E. George, Cam Gilmour,
Frank Terpin

DATE: June 21, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Preliminary Engineering Work
by Consultants

I am attaching the June 15, 1984 letter from Ed Hardt, Metro Region Engineer to me, a result of the list of projects I distributed that were approved by the Transportation Commission for work by consultants.

I am forwarding Mr. Hardt's comments on a number of projects where he disagrees with the intention of letting the work out to a personal service contractor.

GAP:pf
Attachment

NOTED
E. S. HUNTER

cc: Ed Hardt, Metro Region
R. N. Bothman
J. H. Versteeg, w/attach.
E. S. Hunter, w/attach.

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-128-1387

Contains Recycled Materials

STATE OF OREGON

INTEROFFICE MEMO

PROGRAM SECTION
JUN 1 3 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/R
Act Disc Info File

C

TO: GARY POTTER
Program Section Manager

DATE: June 15, 1984

FROM: EDWARD L. HARDT Edward L. Hardt
Metro Region Engineer

SUBJECT: PRELIMINARY ENGINEERING WORK BY CONSULTANTS

Thank you for sending the list of projects that are to be let out to consultants under your letter of June 6th. We have reviewed same and have the following comments.

Under OTC date of 3/20/84 is a listing for Wildwood-Zigzag and Zigzag-Rhododendron to be let out to consultant. We are well embarked on that project and the environmental work is scheduled to start July 1. I had previously suggested to Scott Coulter that this project not go out to consultants (see my attached letter). Since we have, in essence, already started the environmental work, and are well into the preliminary engineering, and have also hired Clackamas County to do some of the environmental work for us, I wish to reinforce my suggestion that this is not an appropriate project to let out to a consultant.

Cam

As per minute

Also under OTC date 3/20/84 it shows preliminary engineering for "Jenneson Road Interchange". I believe this is intended to be Jackson Road Interchange. This project, in essence, will almost be a duplicate of the Helvetia Road project. I see little sense in letting this out to a consultant because all that really will have to be done is that our environmental and design work at Helvetia will merely be copied. That is not exactly true, but the two projects are so similar that I don't see any reason why we should have a consultant redo the work that we've already done under another cover and then bill us for the privilege. My recommendation is that we do this project in-house.

Cam

Regarding the 22 signal projects, I had previously written a memo regarding the Sunset Highway at Sylvan project, and the Scholls Highway at SW Nicol and SW Laurelwood signal. I've attached a copy of that memo. My memo is still accurate and I question why we would consult out these two projects.

Bud

Under OTC date of 5/15/84 it's indicated that we will let the preliminary engineering, field survey and environmental study for the Columbia City-Warren project out to a consultant. I've attached a copy of the Metro Region Work Plan for Major Action Projects. As you can see, most of this Region's work on major projects runs out during Fiscal '87. For this reason it would be my recommendation that we not consult out the Columbia City-Warren project---that, instead, we hold it for our own crews to do. I realize that historically, when we have plotted up our project workload, it always peters out after about three years, since that is about as far

Turpin

81-125-1387

into the future as we can project work. However, in the present situation I'm a little leery going under the assumption that more work will be coming after three years, so I shouldn't worry about that future workload. As you know, we are currently scheduled to work on more than just projects that we are able to fund in the next six years. We've also taken on a "developmental" workload, which projects I would think would normally be added in those future years. What I'm trying to say is that for the first time, that I know of, we're reaching farther out into the future with our current workload, so I'm nervous that after these projects are done, or underway, that we may have a gap after about three years. For this reason, it is my recommendation that we hold the Columbia City-Warren project for in-house work.

ELH/cp
Attachments
cc Jim McClure
   Curt Duval
   Jef Kaiser

TO H. S. COULTER
State Highway Engineer

DATE March 29, 1984

FROM EDWARD L. HARDT
Metro Region Engineer

SUBJECT CONSULTANT FOR WILDWOOD-ZIGZAG, ZIGZAG-RHODODENDRON PROJECTS

Attached is a memo that discusses some recent decisions that have been made on the Wildwood-Zigzag and Zigzag-Rhododendron projects on the Mt. Hood Highway. Several weeks ago, when we were consulted about projects to let out to consultants for environmental work, we indicated that if we were to decide that the two projects should be combined and that an environmental impact statement would be required for both of them that a Wildwood-Rhododendron project would be a likely candidate for a consultant. Since then we've decided that an assessment probably will be adequate for the Wildwood-Zigzag project, and also we've found that if we were to combine the two projects that we would not be able to meet the contracting schedule for the Wildwood-Zigzag project.

Cam Gilmour has asked me to write this to you as an explanation as to why at the present time we do not want to solicit proposals from a consultant for the Wildwood to Rhododendron projects. It may be that after we get a better feel for what the Zigzag-Rhododendron project is all about, and the various impacts, that we may want to use a consultant for the environmental work; however, my guess is at this time that we would be better off to do it in-house.

ELH/cp
cc Cam Gilmour

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: March 19, 1984

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: CONSULTANT SERVICES FOR TRAFFIC SIGNALS

copy to
pla
LP
7-6
Jra

After reviewing the proposed list of traffic signals to be let out to consultants for field surveys, I called Bud George and discussed the fact that two of those projects were not the type that should be let out. The Sunset Highway at Sylvan eastbound ramp signal is in the middle of a project that Multnomah County is about to initiate to improve the approach roads on both sides of the interchange. This signal should be designed as part of that project and I would expect that the prudent thing to do would be to allow the county to do the preliminary survey work as part of their larger project.

There is no project in the Six-Year Program for a traffic signal at Nicol and Laurelwood Roads on the Scholls Highway. We are presently in the last stages of development of a project to install dual turning lanes there. The signal project was considered earlier, but since the roads are offset it would be very expensive installation and that concept was dropped in favor of the turning lane.

Mr. George said it might be too late to remove these signals from the list to be submitted to the Commission, but that if necessary we would just delete them from the list to be offered to consultants.

ELH/sly/cc
cc E. S. Hunter
L. E. George

81-123-1387

TSL-6 t

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9234(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40218

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 2 '84
REFER TO Wayne Cobin
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 6/20/84

8. FEDERAL ROUTE NUMBER FAU 9234

STATE ROUTE NUMBER Secondary 143

10. GENERAL LOCATION:
Scholls Highway at SW Nicol Road Section

11. GENERAL DESCRIPTION OF WORK
Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6/12/84.

13. REMARKS After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6/18/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $94,004; Federal Funds $36,000*.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

(*Fixed Federal Funds)

14. DATE 6/20/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9766

I

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 28 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to
File No

June 15, 1984

Mr. Robert C. Cruz
Division Engineer
Unified Sewerage Agency
of Washington County
150 N. First Avenue
Hillsboro, OR 97124

Sanitary Sewer Manhole Adjustment
Scholls Hwy @ SW Nicol Rd. Sec.
Scholls Highway
Washington County
Project No. HES-9234(9)

Dear Mr. Cruz:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on July 12, 1984. A sanitary sewer manhole owned by your Agency conflicts with the proposed construction and will have to be adjusted. The conflicting manhole is shown, highlighted in red, on the attached preliminary plan sheet No. 4 for the project.

The manhole is located on State highway right of way, therefore, the cost of adjustment is not reimbursable. The cost of the adjustment will have to be paid by your Agency.

Pursuant to your verbal request, the adjustment of your sanitary sewer manhole is to be included as a bid item in the highway construction contract. Your request has been accepted and the manhole is shown on the plans to be adjusted by the highway project contractor. Estimated cost to your Agency is $200.

The Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (your sanitary sewer manhole in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The State Highway Division will be administering the contract for this project, therefore, your agency will be required to reimburse the State Highway Division.

Upon award of the contract for the subject project, your Agency will be advised of the unit bid price for the adjustment of the manhole as submitted by the accepted low bid contractor. Your Agency will be requested at that time to forward a check to cover the cost of adjusting the sanitary sewer manhole located on State highway right of way.

If the terms set forth above, for the adjustment of your sanitary sewer manhole are acceptable to the Agency, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

JMC/nv

APPROVED UNIFIED SEWERAGE AGENCY
OF WASHINGTON COUNTY

Date 6/26/84

By Donald E Schut

Title Mgr., Systems Div.

XC: E.S. Hunter
Wayne F. Cosine
E.L. Hardt
Walter Bartel
R.L. Fleming

SCHOLLS HWY AT S.W. NICOL RD SEC
SCHOLLS HIGHWAY
WASHINGTON COUNTY

10	OREGON	HES 3234(9)		4

Sec. 13, T1S, R1W, WM

(1) Remove Exist Guard Rail
(See Note 1, Sht. 3)

(2) Const Type "C" Curb
(2A) Curb Endings - 3 (Total)
(Drg No 2077)

(3) Sta 10+40 (Lt)
Const Type "CG 2" Inlet
Inst 12" Culv - 130'
Outlet Flume - 10'
Tr Exc - 32 CY

(4) Sta 11+50 (Rt)
Const Type "CG 2" Inlet
Inst 12" Culv - 25'
Tr Exc - 8 CY

(5) Remove Exist Fence
Const Type CL BR Fence - 315' (Total)
With Pickets
(For Details, See Sht 2B)

● Sta 95+95
Adjust Manhole
(For Details, See Sht 2A)

(7) Const Asph Conc Driveway Type "A-1" - 3 (Total)
(Drg No 2077B)

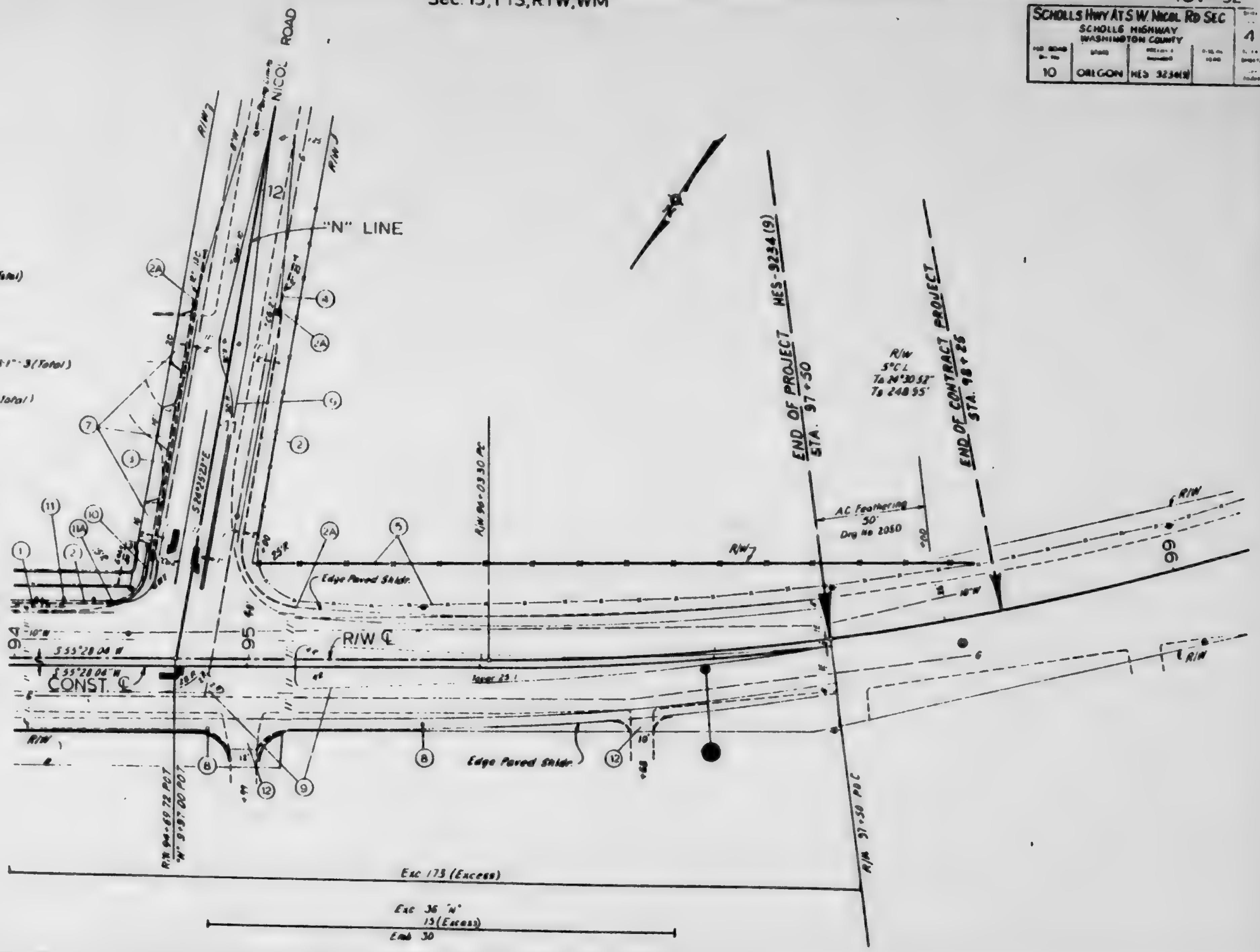
(8) Inst Single Mailbox Support 2 (Total)

(9) Painted Traffic Markers
(By Others)

(10) Sta 94+44 To Sta "N" 10+43 (Lt)
Const Retaining Wall 27' (Total)
Class 3300 1½ Concrete - 7 CY
Reinforcement 120 Lbs
Str Exc 10 CY
(Drg No 35601)

(11) Sta 93+80 To Sta "N" 10+47 (Lt)
Const Guard Rail - 100' (Type 2A)
(11A) Const Anchor - (Type I, Modified)
Inst End Piece - (Type B)
(Drg Nos 2126, 2126A, 2126D,
2126F, 2126G, 2126H, & 2126I)

(12) Const Road Approaches 2 (Total)


NICOL ROAD
"N" LINE
12
R/W
CONST ℄
R/W ℄
94
95
96
S 55°28'04" W
Edge Paved Shldr.
END OF PROJECT HES-9234(9)
STA. 97+50
END OF CONTRACT PROJECT
STA. 98+25
R/W
5° C.L
To 24°30'52"
To 248.95'
AC Feathering
50'
Drg No 2050
R/W 96+03.30 PC
R/W 94+69.72 POT
"N" 9+97.00 POT
R/W 97+50 POC
Taper 25:1
Exc 173 (Excess)
Exc 36 "N"
15 (Excess)
Emb 30
1
2
2A
3
4
5
7
8
9
10
11
11A
12

9/1/84

RECEIVED
STATE HWY ENGR
JUN 18 '84
REFER TO
FOR

NOTED
E. S. HUNTER

June 15, 1984

Mr. Robert C. Cruz
Division Engineer
Unified Sewerage Agency
of Washington County
150 N. First Avenue
Hillsboro, OR 97124

Sanitary Sewer Manhole Adjustment
Scholls Hwy @ SW Nicol Rd. Sec.
Scholls Highway
Washington County
Project No. HES-9234(9)

Dear Mr. Cruz:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on July 12, 1984. A sanitary sewer manhole owned by your Agency conflicts with the proposed construction and will have to be adjusted. The conflicting manhole is shown, highlighted in red, on the attached preliminary plan sheet No. 4 for the project.

The manhole is located on State highway right of way, therefore, the cost of adjustment is not reimbursable. The cost of the adjustment will have to be paid by your Agency.

Pursuant to your verbal request, the adjustment of your sanitary sewer manhole is to be included as a bid item in the highway construction contract. Your request has been accepted and the manhole is shown on the plans to be adjusted by the highway project contractor. Estimated cost to your Agency is $200.

The Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (your sanitary sewer manhole in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The State Highway Division will be administering the contract for this project, therefore, your agency will be required to reimburse the State Highway Division.

Upon award of the contract for the subject project, your Agency will be advised of the unit bid price for the adjustment of the manhole as submitted by the accepted low bid contractor. Your Agency will be requested at that time to forward a check to cover the cost of adjusting the sanitary sewer manhole located on State highway right of way.

If the terms set forth above, for the adjustment of your sanitary sewer manhole are acceptable to the Agency, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/nv

APPROVED UNIFIED SEWERAGE AGENCY
OF WASHINGTON COUNTY

Date________________________

By__________________________

Title_______________________

bc: E. S. Hunter
Wayne F. Cobine
E. L. Hardt
Walter Bartel
R. L. Fleming

Section Scholls Hwy. at S.W. Nicol RdS Programming Estimate $ 150,000 ~
7866
Highway Scholls F ct Length 0.12
County Washington 6-8-84 Completion Time (a) Aug 31, 84 (b) Oct 31, 84
Kind of Work Grading, Paving + Landscaping Est. Comp. Date
Prefix 134-1422 Letting Date July 12, 84 Project No. HES-9234(9)

Received 6-8-84

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 75,138 —

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	4000 —	
Permanent Pavement Striping.	2,000 —	
Temporary Pavement Striping.	500 —	
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	500 —	
State Furnished ______		
Roadside Seeding & Mulching		$ 7,000 —
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		

Subtotal	$ 82,138 00
Contingencies (4-1/2%)	3,696 21
Engineering (~~8~~, ~~9~~, [✓ 10%])	8,213 80
Subtotal	$ 94,048 01
Credit for ______	—
Estimated Net Authorization, Construction	$ 94,048 01

APPROVED

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISIO

SECTION Scholls Hwy at Niel Rd.		COUNTY Washington	SHEET 1 OF 2
KIND OF WORK Grading and Paving and Landscaping	KEY NUMBER	LENGTH 0.13	DATE 6-2-84	NAME [illegible]

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 6/5/84 THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 7/12/84					
	Mobilization		All	All	—	5,000 00
	Temporary Protection and Direction of Traffic		All	All	—	3,500 —
	Temporary Signs		Sq. Ft.	148	6 00	888 00
	Temporary Barricades		Each	4	70 —	280 00
	Flaggers		Hour	240	17 -	4,080 00
	Road Work					
	Clearing and Grubbing		All	All	—	1,500 00
	Removal of Structures and Obstructions		All	All	—	1,500 00
	General Excavation		Cu. Yd.	300 ~~400~~	7 -	2,100 — ~~2,800 00~~
	Trench Excavation		Cu. Yd.	40	8 -	320 00
	Structure Excavation		Cu. Yd.	10	10 -	100 00
	1"-0 Aggregate Base		Ton	500	10 -	5,000 00
	Class 'C' Asphalt Concrete		Ton	740	30 -	22,200 00
	Concrete in Walls		Cu. Yd.	6	250 -	1,500 00
	~~Reinforcement in Walls~~		lb.			
	12-inch Culvert Pipe		Lin. Ft.	155	12 -	1,860 00
	Extra for Pipe Under Pavement		Lin. Ft	70	15 -	1,050 00
	Concrete Inlets, Type "CG-2"		Each	2	450 -	900 00

34-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISIO

SECTION Scholls Hwy at Nicol Rd.
COUNTY Wash
SHEET 2 OF 2
KIND OF WORK Grading ~~and~~ Paving and Landscaping
KEY NUMBER
LENGTH 0.13
DATE 6-2-84
NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Guard Rail, Type 2A		Lin. Ft.	100	15-	1,500.00
	Guard Rail Anchors, Type 1		Each	1	450-	450.00
	Guard Rail Anchors, Type 1 Modified		Each	1	500-	500.00
	Rail End Pieces, Type B		Each	1	50-	50.00
	Rail End Pieces, Type C		Each	1	100-	100.00
	Type CL-8R Fence with Posts		Lin. Ft.	315	21 ~~15~~	6,615- ~~4,725.00~~
	Concrete Curbs		Lin. Ft.	390	4-	1,560.00
	Extra for Asphalt Approaches		Each	7 ~~5~~	175-	1,225.00 ~~875.00~~
	Adjusting Manholes		Each	1	225-	225.00
	Adjusting Inlets		Each	6	200-	1,200- ~~200.00~~
	Single Mailbox Supports		Each	3	100-	300.00
						~~$62,963~~
	Land Scaping					
	Seeding, Fertilizing and Mulching		All	All	—	600-
	Furnishing and Planting Trees		Each	29	250-	7,250-
	Furnishing and Planting Shrubs		Each	55	25-	1,375-
	Soil Conditioner		Cu. yd	10	13-	130-
	Bark Mulch		Unit	2	140	280-

4-1736 (REV. 2-84)

9866 143 N

ROAD DESIGN SECTION

Jim McClure
Project Development Engineer

April 24, 1984

Merle Anderson
Merle Anderson
Landscape Architect

Landscaping
Scholls Hwy at Nicol Rd.
Scholls Hwy.
Washington County

The following enclosed project documents should be reviewed by the Portland Golf Course for their comments and/or approval:

1. Landscape Planting Plan
2. Special Provisions

A copy of Section 682 of our standard specification is also included for their convenience.

Attachments

MA:bn

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Scholls Hwy. at S.W. Nicol Rd. Sec.	TO: WAYNE SCHULTE
DATE: April 9, 1984	FROM: CURT DUVAL

No comments from: J. Kaiser or T. Inloes. Received no comments from R. Failmezger.

Following comments were:

C. Duval: On Sheet 3, will the fire hydrant be moved by others? On Sheet 4, where will the bus stop be located?

B. Schalk: On Sheet 2, is perforated pipe needed? Where is the horizontal location of the inlets in respect to the bikeway? Is the wall too high? Should the ditch outside the curb be filled, and the cross-sections checked? On Sheet 2A, show the top of inlet adjustment installed. On Sheet 3, show #5, show turn-lane arrows, dimension lane widths with medium width at 93+15, consider labeling existing curb and proposed edge of pavement on north die. Show perforated pipe on north side and if the adjusted inlets are in the bike path, they should probably be moved. On Sheet 4, the 3 should be a 2 and the 3 should point to the inlet. One of 7 dwy.has an adverse grade which should beenoted in the designer's narrative. Remove slash from "R/W line", and show A.C. dwy. approaches on north side of Scholls, show width of travel lanes, median at 95+20, show turn arrows check photos for mail boxex on E. side of Nicol.

T. Schwab: On Sheet 4, adjust painted area to the east and show turn arrows.

J. McClure: On Sheet 4, the area south of Scholls Hwy. and west of Nicol may need a landscaping plan to add to the contract (which should be decided during R/W neg.).

(SIGNATURE)

PLEASE REPLY HERE

Kathleen Howell

Wayne Cobine:

Prelim plans with comments by Metro Staff. Comments from Oregon Episcopal School sent to you 4/3/84. Comments from Washington County no rec'd as yet.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT C
[illegible]
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Zehnov
FOR ~~See that Design is advised.~~

CC: Wayne Schulte 4/10/84
(SIGNATURE) (DATE)

CC w/Plans to Road Design 4-12-84 E

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

1866

Overall Length Of Project -0.13 Mil

STATE OF OREGON

4-3-?-1

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

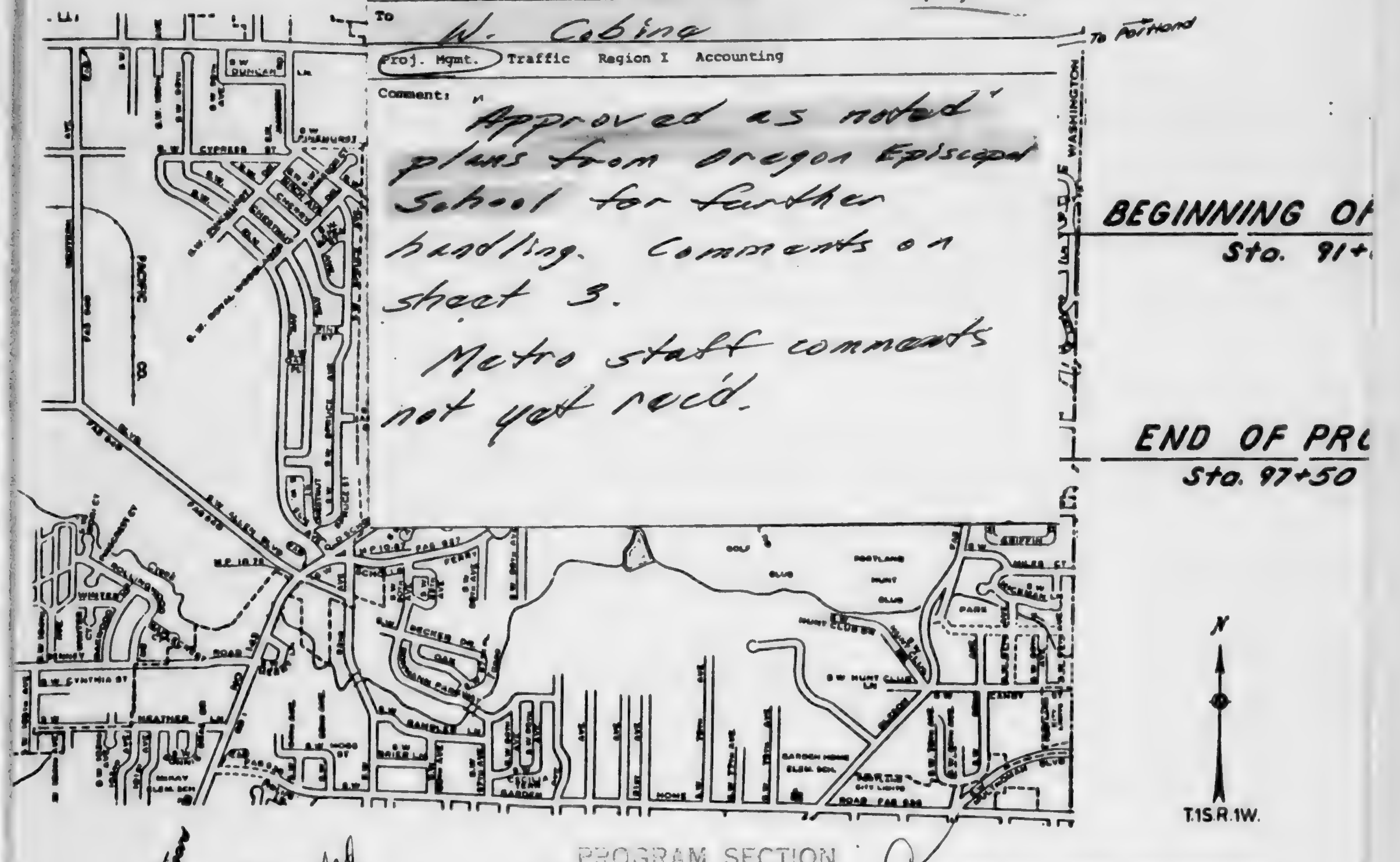
PRELIMINARY COPY
MAR 1 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

SCHOLLS HWY. AT S.W. NICOL RD. SEC.

SCHOLLS HIGHWAY

WASHINGTON COUNTY

From Metro W. Schulte
Date 4/3/84
To W. Cobine
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: "Approved as noted" plans from Oregon Episcopal School for further handling. Comments on sheet 3.
Metro staff comments not yet rec'd.



PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
MGR. ASSIST. ________ PROGRAM UNIT ________
REFER TO Zehner
FOR ________

Signed Plans Forwarded to Final Design to Tigard 4-6-84 RER

Sketch Map
Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

F OREGON

TRANSPORTATION

IWAY DIVISION

ROPOSED PROJECT

Overall Length Of Project - 0.13 Miles

SCHOLLS HWY. AT S.W. NICOL RD. SEC. SCHOLLS HIGHWAY WASHINGTON COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

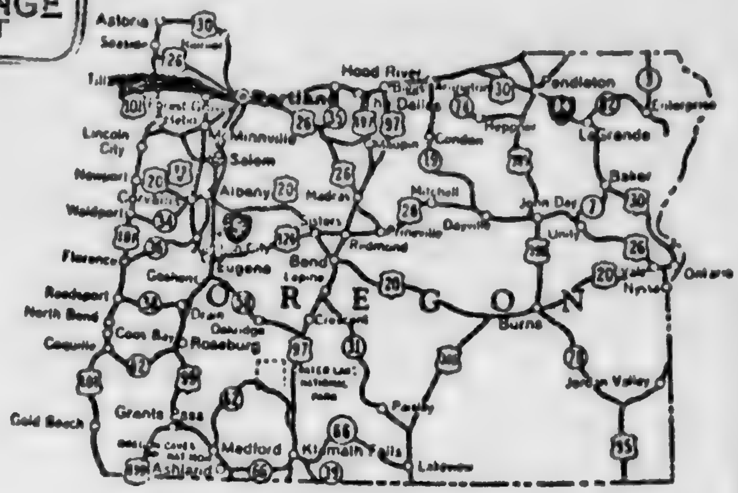
HES

PRELIMINARY COPY
MAR 14 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

S.W. NICOL RD. SEC.

S HIGHWAY

TON COUNTY

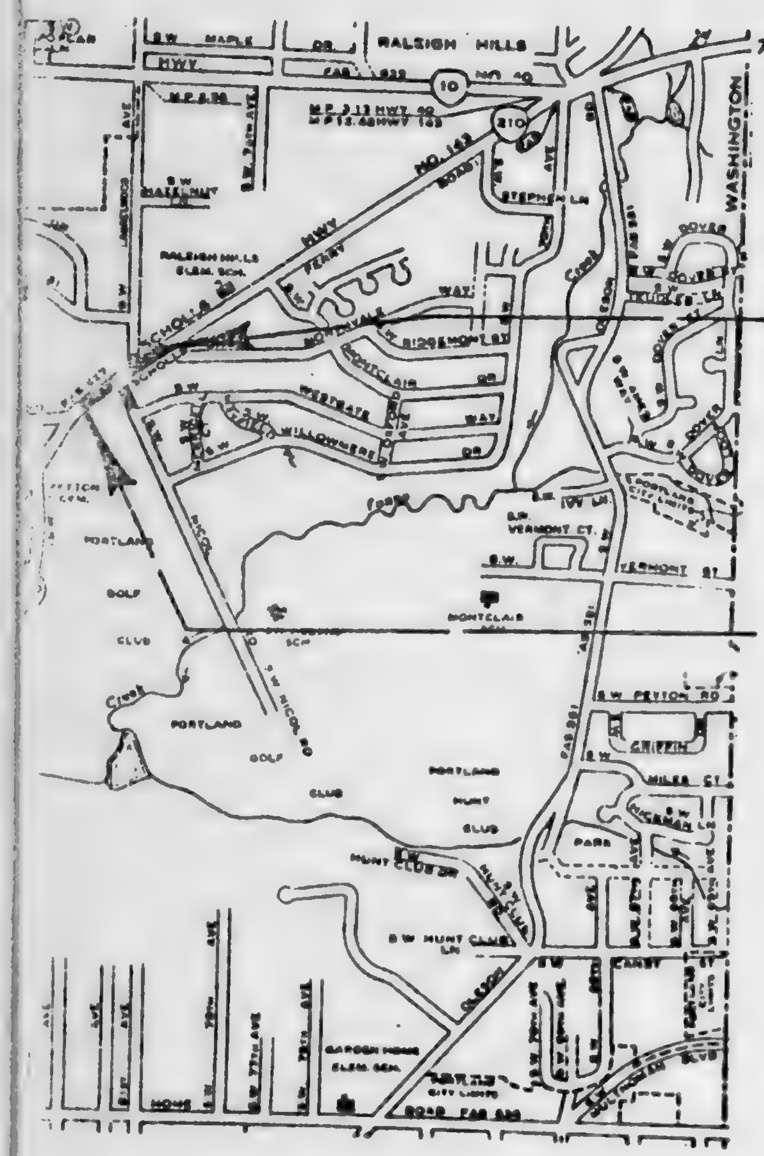


Astoria
Portland
Hood River
The Dalles
Pendleton
La Grande
Salem
Albany
Eugene
Bend
Burns
Roseburg
Medford
Klamath Falls
Ashland
Grants Pass
Coos Bay
Baker
Ontario
O R E G O N

APPROVED AS NOTED

For Oregon Episcopal School

Date May 29, 1984



To Portland
RALEIGH HILLS
SCHOLLS HWY
WASHINGTON
PORTLAND GOLF CLUB

BEGINNING OF PROJECT

Sta. 91+00 (M.P. 11.75)

END OF PROJECT

Sta. 97+50 (M.P. 11.62)

N

T.1S.R.1W.

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

9866

143 N

134-1422

• STATE OF OREGON **INTEROFFICE MEMO**

TO: DONALD R. ADAMS
Final Design Engineer

DATE: March 1, 1984

FROM: JAMES D. McCLURE
Project Development Engineer

JMcClure

SUBJECT: Landscaping
Scholls Hwy. @ Nicol Rd.
Scholls Hwy.

In reference to my attached letter, I have been advised by Steve Tidrick, representing the Portland Golf Club, that they desire including the replacement landscaping as part of the construction project. Please have Merle Anderson cost out landscape plans prepared by the golf course architech before incorporating their plan into the project.

We are concerned that the architech's plan may exceed the replacement landscaping concept agreed upon by Ed Hardt with representatives of the golf course. Therefore, we need a judgement opinion from Merle on the plan from the golf course in terms of replacement landscaping. If their plan is judged excessive, we will further the negotiations with representatives of the golf club.

po

cc: E. L. Hardt - any ideas on the architech's bill?
Bruce Boyd
Ken Rolfe
Merle Anderson
Curt Duval

REFERRED TO
Mann [✓ Henry] mg
Cune Edwards
Eriksen Anderson
King Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

1 Vorsteeg ✓
1 Anderson mg
3 Adams
Macnab
Edwards
Turpin
Trout
Wakefield

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

134-1422 B/IL

STATE OF OREGON

INTEROFFICE MEMO

MAR 1

TO: E. L. HARDT
Metro Region Engineer

DATE: February 21, 1984

FROM: J. D. McCLURE JMcClure
Project Development Engineer

SUBJECT: Landscaping
Scholls Hwy. @ Nicol Rd.
Scholls Hwy.

Subsequent to my February 14 letter to Don Adams requesting incorporation of the replacement landscaping into our construction project, Ken Rolfe suggested the possibility of paying the Portland Golf Club the cost of landscaping as damages in the right-of-way acquisition phase. Ken advised he could not pay for the architectural fees unless the landscape replacement was handled as a damage and the responsibility of the property owner. Otherwise, the architectural fees would have to be paid out of preliminary engineering for the project, which I think we can handle.

I contacted Steve Tidrick (ph. 292-2651) last Friday and gave them the option for the landscaping to be included as part of our construction project, or payment in conjunction with our right-of-way acquisition phase for the replacement landscaping. He advised that he would bring the option to the board at their February 29 meeting for their recommendation on the direction to proceed. I have advised Don Adams to hold off incorporating the landscaping until after the board meeting.

Also, in discussing the Portland Golf Club right-of-way file with Hank Wakerlig, he elected to show the 10-foot acquisition of land only, and not define the temporary work area required for the landscaping. If we elect to go ahead with the landscaping as part of the contract, Ken Rolfe will identify on the E-300 form the requirements to do landscaping on the golf club's property.

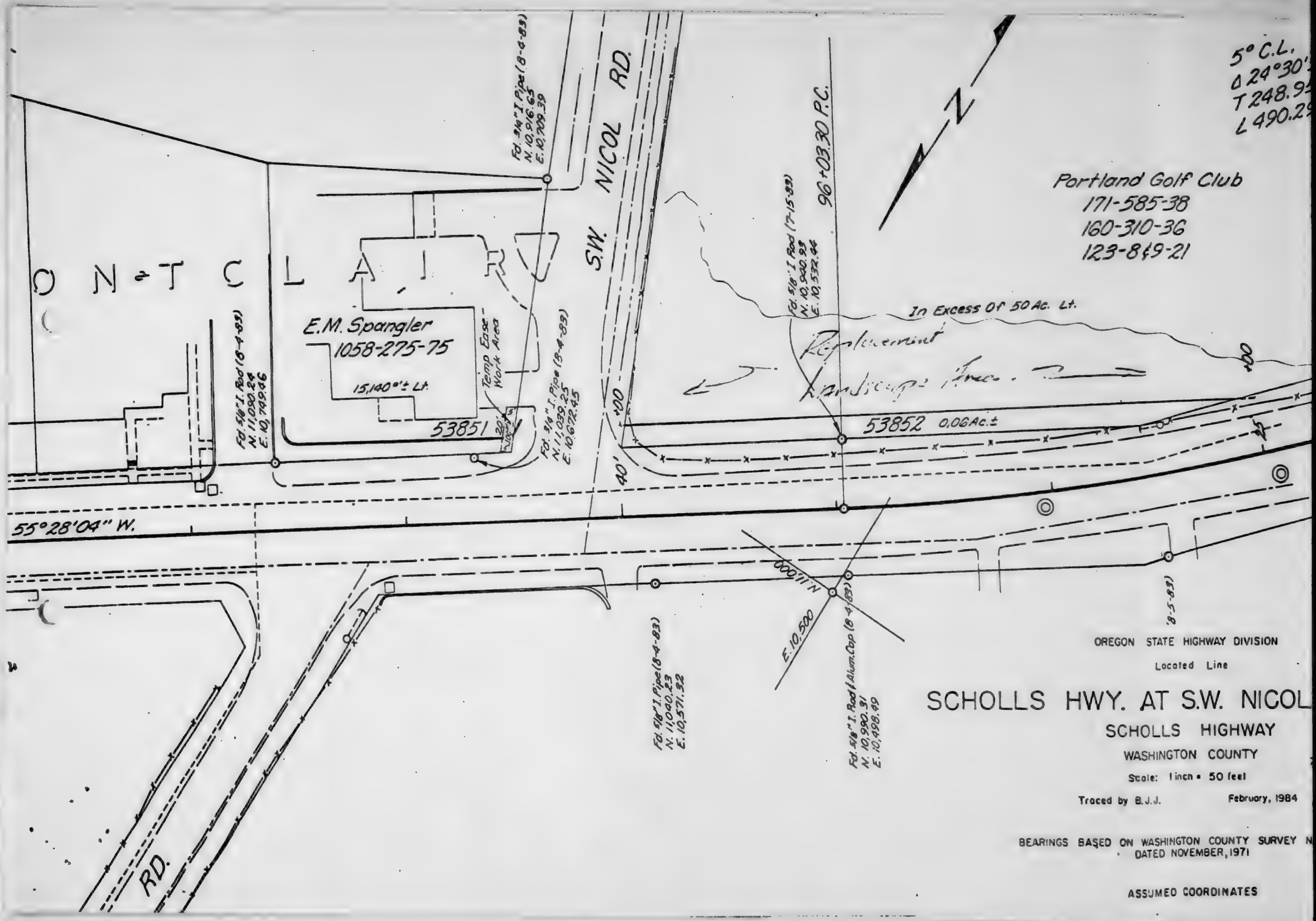
po

cc: D. R. Adams
Ken Rolfe
Curt Duval
Bob Schalk

Will advise Don

Attachment

81-125-1387


5° C.L.
Δ 24°30'
T 248.9
L 490.2
Portland Golf Club
171-585-38
160-310-36
123-8&9-21
N
Fd. 3/4" I. Pipe (8-4-83)
N. 10,916.65
E. 10,709.39
SW. NICOL RD.
96+03.30 P.C.
Fd. 5/8" I. Rod (7-15-83)
N. 10,940.93
E. 10,532.44
In Excess Of 50 Ac. Lt.
Replacement
Landscape Area.
+00
ONTCLAIR
E.M. Spangler
1058-275-75
15,140°'± Lt.
Temp Ease.
Work Area
53851
20'
Fd. 5/8" I. Rod (8-4-83)
N. 11,090.24
E. 10,749.46
Fd. 3/4" I. Pipe (8-4-83)
N. 11,039.25
E. 10,672.45
+00
40'
53852 0.06 Ac.±
55°28'04" W.
N. 11,000
E. 10,500
Fd. 5/8" I. Pipe (8-4-83)
N. 11,040.23
E. 10,571.32
Fd. 5/8" I. Rod & Alum. Cap (8-4-83)
N. 10,990.31
E. 10,498.49
(8-5-83)
RD.

OREGON STATE HIGHWAY DIVISION

Located Line

SCHOLLS HWY. AT S.W. NICOL

SCHOLLS HIGHWAY

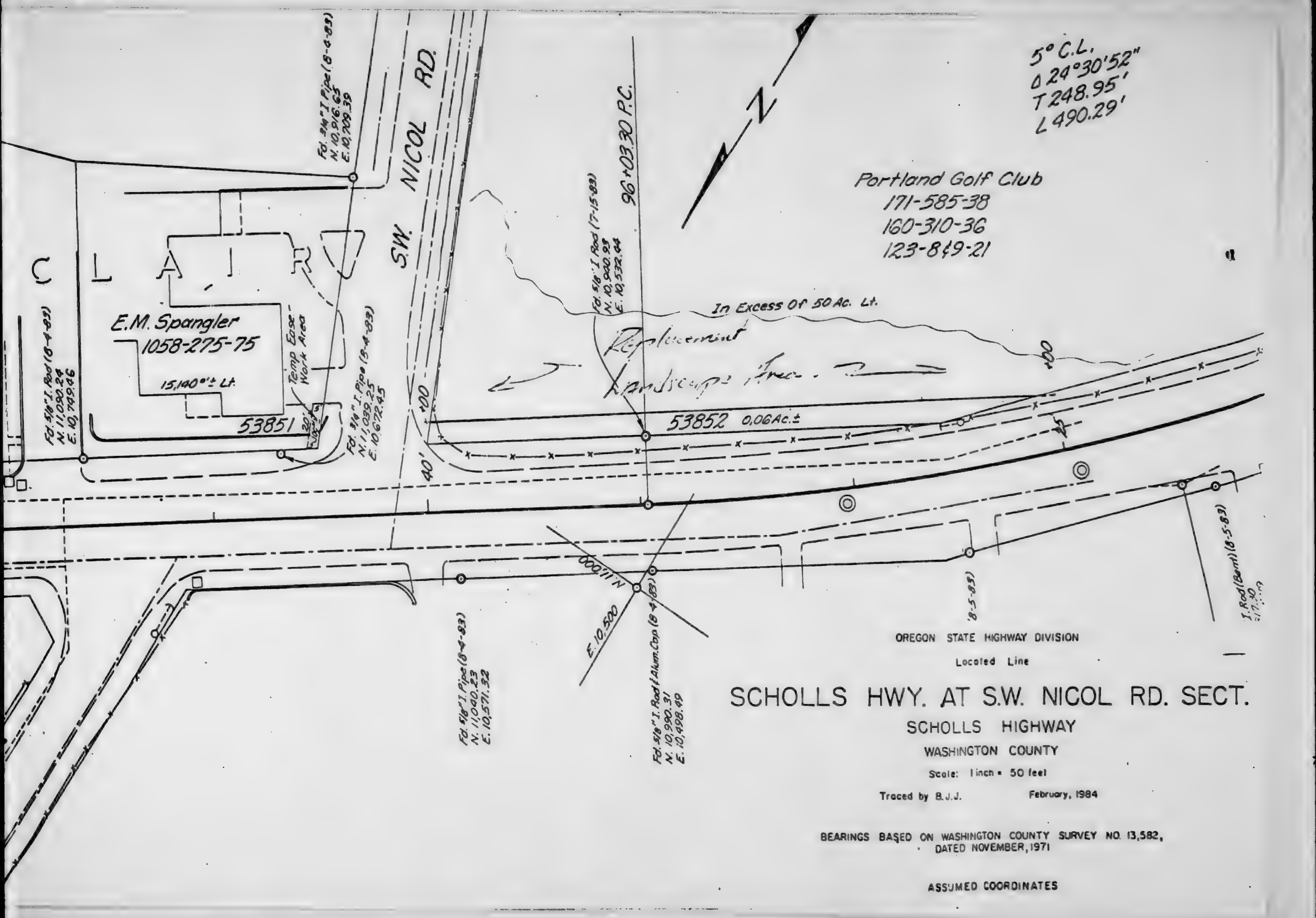
WASHINGTON COUNTY

Scale: 1 inch = 50 feet

Traced by B.J.J. February, 1984

BEARINGS BASED ON WASHINGTON COUNTY SURVEY N
DATED NOVEMBER, 1971

ASSUMED COORDINATES


5° C.L.
Δ 24°30'52"
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Portland Golf Club
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E. 10,532.04
In Excess Of 50 Ac. Lt.
Replacement
Landscape Area.
C L A I R
E.M. Spangler
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Temp Ease. Work Area
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E. 10,749.46
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N. 11,039.25
E. 10,672.45
+00
40'
53852 0.06 Ac.±
+00
N. 11,000
E. 10,500
Fd. 5/8" I. Pipe (8-4-83)
N. 11,040.23
E. 10,571.32
Fd. 5/8" I. Rod & Alum. Cap (8-4-83)
N. 10,990.31
E. 10,498.49
(8-5-83)
I. Rod (Bent) (8-5-83)

OREGON STATE HIGHWAY DIVISION

Located Line

SCHOLLS HWY. AT S.W. NICOL RD. SECT.

SCHOLLS HIGHWAY

WASHINGTON COUNTY

Scale: 1 inch = 50 feet

Traced by B.J.J. February, 1984

BEARINGS BASED ON WASHINGTON COUNTY SURVEY NO. 13,582,
DATED NOVEMBER, 1971

ASSUMED COORDINATES

7866

1-18 N

ROAD DESIGN SECTION 378-6558

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

February 16, 1984

J. H. Versteeg
Road Design Engineer

Files 53851 and 53852
Scholls Highway at S.W. Nicol Road Section
Scholls Highway
Washington County

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9866 [illegible] 143 N

STATE OF OREC N INT OFFICE MEMO

ROAD DESIGN SECTION 378-6558

~~DES 16~~

TO: ~~MEMO TO THE FILE~~

DATE: December 30, 1983

FROM: W. H. Wakerlig
R/W Descriptions Supervisor

SUBJECT: Scholls Highway at Nicol Road Section
Scholls Highway
Washington County

1 Versteeg ✓
Andersen
Adams
Macnab
Stoedenmeyer
~~[illegible]~~
~~Trout~~
2 Wakerlig

RECEIVED
JAN 18 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

I have Gary Potter's memo dated December 27, 1983 requesting a coodinated effort to program right of way acquisition on the above project.

The status of the project in Right of Way Descriptions follows:

Received portion of project on December 15, 1983. The items not received; distance and course to a "legal" corner, assessors maps, vesting deeds and official plats of subdivisions are critical to the description phase and were requested by phone from the Metro Region on December 15, 1983. None of these items have been received to date.

Preparation of a base right of way is underway but this activity will soon cease pending receipt of the items detailed above.

Completion of right of way map and descriptions by February 1, 1984 was predicated upon receipt of a complete project about mid-December. Every effort will be made to expedite the description phase when the necessary items arrive. However, completion by the February 1 target date is unlikely.

WHW:rlr
cc: E. L. Hardt
J. H. Versteeg
Gary Potter
J. B. Boyd
Don Aman
Joe Gaither
Jim McClure ✓

OM MRE OE PPM CE
TOS ME
US JAN 03 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

E. L. Hardt
W. H. Wakerlig
[illegible]
G. Potter

additional info. sent in - last wk

1/19/84
Bearing base still needed
W.H.W.

9266 143

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: December 27, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Scholls Hwy. at Nicol Road
Scholls Hwy.
Washington County

1 Versteeg 2
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
2 Wakerlig

RECEIVED
[illegible]
ROAD DESIGN SECTION

Do
Return to
Bring Up
Action

On this date I had a telephone conversation with Ed Hardt regarding the right of way acquisition for the subject project.

Ed Hardt informs me that the current schedule calls for right of way descriptions to be ready on February 1 to be followed soon thereafter with Federal-Aid programming for the right of way. Ed Hardt and I would like to speed up the right of way programming process as much as possible. We would like to obtain Federal approval to buy the right of way as close to the time that we get the right of way descriptions as possible.

Ed Hardt will proceed with negotiations with the golf course to minimize any potential delay during the acquisition phase. The Program Section process the right of way programming documents to FHWA as soon as we get the descriptions and ask for FHWA authorization immediately.

By copy of this letter, we are asking those involved in this process for a coordinated effort.

GAP:pf

cc: Ed Hardt, Metro Region
✓Hal Versteeg
Hank Wakerlig
Bruce Boyd
Don Aman
Joe Gaither
Jim McClure

81-125-1387

9866

d

PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

Washington Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Scholls Highway at Nicol Road, #143

REGION
Metro-Region

SURVEY AUTHORITY Hwy #143

AUTHORIZATION NO. 2

PREFIX 134-1422

DATE 11-30-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 11,000	$ 13,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 600	$ 600
902 CITIZEN'S INVOLVEMENT	-	-	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	-	-	918 LOCATION	200	200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	800	800
905 FINAL DESIGN	2,500	2,500	920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS		
906 BRIDGE DESIGN	300	300	921 SPECIFICATIONS	3,000	3,000	938 REGION ENVIRONMENT	-	-
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	1,000	1,000	923 ENVIRONMENTAL SECTION			950 TRAINING	-	-
910 REGION GEOLOGIST	2,000	2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE	-	-
911 TRAFFIC SECTION	500	500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	300	300	926 FOUNDATION	-	-	980 PUBLIC HEARING	-	-
913 RIGHT-OF-WAY LIAISON	500	500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	1,000	1,000	932 RAILROAD & UTILITIES	200	200			
						TOTALS	$ 24,500	$ 26,500
						PREVIOUS AUTHORIZATION		$ 19,000
						ADD. AUTH. REQUIRED		$ 7,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
State

LOCATION ENGINEER'S REMARKS

Originally had anticipated use of previous field data; however, it was later determined to be insufficient and more field data was requested.

1 Versteeg ✓
Cy Anderson
Cy Adams to Bud
Cy Macnab
2 Stoudenmeyer TE
Turpin
3 Trout ✓
Cy Wakerlig

RECEIVED
JAN 04 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up / /
Action

on Prel. HIP for Fiscal 1984

Bring-up Coop Funding [illegible]

PREPARED BY	DATE 12-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/23/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE N/A	

9866

NARRATIVE REPORT

SCHOLLS FERRY HIGHWAY at NICOL ROAD

October 1983

Prefix: 134-1422

PURPOSE OF PROJECT

The main objectives of this project are to: Provide left-turn channelization from Scholls Ferry Highway to Nicol Road and Laurelwood Road, improve horizontal sight distance for motorists turning left from Nicol Road on to Scholls Ferry Highway and provide channelization on Nicol Road at the Scholls intersection for separate right and left turn lanes on to Scholls. Traffic is currently using the existing bike path areas to pass vehicles waiting to turn left from Scholls to either Nicol Road or Laurelwood Road. School buses attempting to turn left from Nicol Road on to Scholls encounter a sight distance problem due to a dense hedge-like stand of trees separating the Portland Golf Course from Scholls Ferry Highway (see photographs attached).

SCOPE

The improvements to be included at the subject intersection are: Widening of the north to south Scholls roadway between Nicol Road and Laurelwood Road with appropriate tapers to match existing roadway widths at the north and south termini and widening of the Nicol Road pavement at the Scholls intersection to provide the desired channelization and tapers. An overlay of the existing pavement within the limits of the proposed widening shall be included. Evergreen trees within a ten-foot strip adjacent to the Portland Golf Club west of the Nicol intersection shall be removed and new trees planted at ten-foot spacings to recreate the visual screen between the highway and the Golf Course. The reason for removing the existing trees is to provide safe horizontal sight distance for traffic turning from Nicol Road to Scholls Ferry Highway. A ten-foot strip of right-of-way or easement will be required.

HORIZONTAL CONTROL

A U.S.C. & G.S. triangulation station (Raleigh, 1961) is in close proximity to the project and is a control point. A right-of-way centerline on Scholls Ferry Highway from immediately north of the project was established in the preliminary survey traverse and is a close approximation of a centerline established by a James W. Cochell survey in 1974 for a bike path project on Scholls. The right-of-way centerline (S 57° 03' 00" W) from the 1974 survey is assumed in this project and is the basis for bearing.

VERTICAL CONTROL

A City of Portland Bench Mark (# 102) is the basis for vertical control (brass disk in curb at the S.E. corner of Laurelwood Road and the Beaverton/ Hillsdale Highway) and a temporary Bench Mark (P.K. nail set in a concrete parapet at Sta. "L" 93+85 (31' Rt.) was established in a level circuit.

HORIZONTAL ALIGNMENT

There are no significant changes in horizontal alignment as the existing 5-degree curve in Scholls remains the same and the remainder of the project areas are on the existing tangent alignments. A short section of construction centerline which deviates a maximum of three-feet to the right of the right-of-way centerline between "L" 91+00 to 97+00 (right-of-way centerline) is utilized to shift the new roadway section of Scholls to the right.

VERTICAL ALIGNMENT

There will be no significant changes to profile grades. However, a slightly flatter approach to Scholls from the Nicol stop-condition is proposed. Superelevation rates are the result of re-establishing the existing rates with the overlay.

TYPICAL SECTIONS

Except for the addition of a Type 'C' curb on the right (north) from the north end of Scholls to Laurelwood Road, the sections of the project north of Laurelwood Road and south of Nicol Road on Scholls would consist of (from left to right): A seven-foot utility corridor, a four-foot bikepath, a twelve-foot travel lane, a painted median which varies from 0 to 18 feet in width, a twelve-foot travel lane, a four-foot bikepath and a three-foot utility corridor. The section of Scholls between Laurelwood Road and Nicol Road shall consist of (from left to right): A seven-foot utility corridor, a four-foot bikepath, an eleven-foot travel lane, two eleven foot left-turn lanes, an eleven-foot travel lane, a four-foot bikepath and a one-foot paved shoulder abutting an existing three-foot high concrete retaining wall. The Nicol Road section at the intersection with Scholls shall consist of (from left to right): A six-foot utility corridor, a two-foot shoulder, an eleven-foot right-turn lane, a twelve-foot left-turn lane, an eleven-foot travel lane, a two-foot shoulder, and a Type 'C' curb and a six-foot utility corridor.

DRAINAGE

One additional inlet at the end of a new curb on Nicol Road will be necessary including a short section of pipe to put the water into the existing ditch. Extruded curb, and A.C. drainage curbs at driveways, shall also be included as a means for drainage control along Nicol Road.

GEOLOGY

A copy of the Region Geologist's Soils and Gelogy Report is attached.

BASE DESIGN

The Salem Surfacing Design Unit has provided a base design of four-inches of A.C. on top of ten-inches of C.T.B. for Scholls. They also suggested four-inches of A.C. on ten-inches of aggregate base for Nicol Road.

UTILITIES

Six inlets, one manhole, one gas valve, and three water valves will require adjustment. Three power poles and a fire hydrant will require relocation.

RIGHT OF WAY AND EASEMENTS

A parcel of land ten-feet wide and approximately two-hundred and eighty-feet long adjacent to Portland Golf Club is needed for a permanent landscape easement (See plan). A small (approximately 50 square feet) parcel adjacent to Scholls, Nicol, and the proposed landscape easement is required for additional right-of-way. A work easement along Nicol Road for twenty-feet east of the Scholls right-of-way line and five-feet north of the Nicol Road right-of-way line is required for a retaining wall.

STAGING AND DETOURS

All construction may be done adjacent to traffic and no detours will be necessary. However, the Oregon Episcopal School, who is a co-sponsor of the project, hosts a "Country Fair" from May 3 through May 6 of next year, 1984, and the event attracts a large number of vehicles to an already congested area, making this particular series of days undesirable for construction. It should be noted in contract specifications that no work will be allowed on these days (see attached letter).

TREE REMOVAL

The Salem Landscape Unit suggests that replanting the hedge-like growth of trees removed from the Right-of-way taking from Portland Golf Club would appear unsightly. They suggest planting new 15 to 18 foot high Douglas Fir trees on ten-foot centers along the proposed Right-of-way line after removing and disposing of the hedge. This should be a double row about 8.5 feet apart with the second row of trees centered between the first row of trees. The fence along the existing Right-of-way should be relocated to the new Right-of-way line. The area of tree removal should be landscaped with a low growing ground cover.

RETAINING WALL

A short (25 foot) L-shaped section of gravity retaining wall will be required adjacent to the right-turn lane from Nicol to Scholls. Included with this work is additional paving and rock shoulder width in the vicinity of the wall. An A.C. extruded curb (drainage) and a 25-foot section of guard rail is also required. The extruded curb is an extension of the extruded curb beginning on Scholls at 93+40 on the left. An A.C. drainage curb shall extend beyond the end of the extruded curb to the east on Nicol to route drainage past existing A.C. driveways. Outfall for the water channeled by extruded and drainage curb will occur at Station "N" 11+60 into an exisiting ditch on the left.

KRR:ap

10-19-83

9866

1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

PROGRAM SECTION
9-7-83

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

cc: FHWA (2)
✓STATE HIGHWAY ENGINEER
LOCATION UNIT
RIGHT-OF-WAY SEC.
ROAD DESIGN SEC. (3)
ENVIRONMENTAL SEC.
BRIDGE SEC.
AERONAUTICS DIV.
FED. AID GROUP
REG. M ENGR.: E.L. HARDT
DIS. 2A ENGR.: W.W. GEIBEL

NOTED
H.S. COULTER

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: NICOL ROAD & LAURELWOOD DRIVE SCHOLLS HWY

DATE: SEPTEMBER 6, 1983 WASHINGTON COUNTY

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

RECEIVED
STATE HWY ENGR
SEP 7 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830811-023-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

9866

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: August 31, 1983

FROM: L. E. George
Traffic Engineer

HOLD
L. E. GEORGE

SUBJECT: Proposed Title II Hazard Elimination Program Project
Scholls Highway @ Nicol Road and Laurelwood Drive MP 11.7

Metro Region has requested that Hazard Elimination funds be added to the project to install a double left turn refuge at the subject location. A lump sum of $40,000 in Hazard Elimination funds would be included in the total project cost.

Construction will be by contract. All phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Scholls Highway @ Nicol Road and Laurelwood Dr. Washington County	$40,000	$36,000	$4,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George

L. E. GEORGE
Traffic Engineer

RHB
Attachments

9/2 [illegible]

RECEIVED
1983
ENGINEERING

APPROVED:

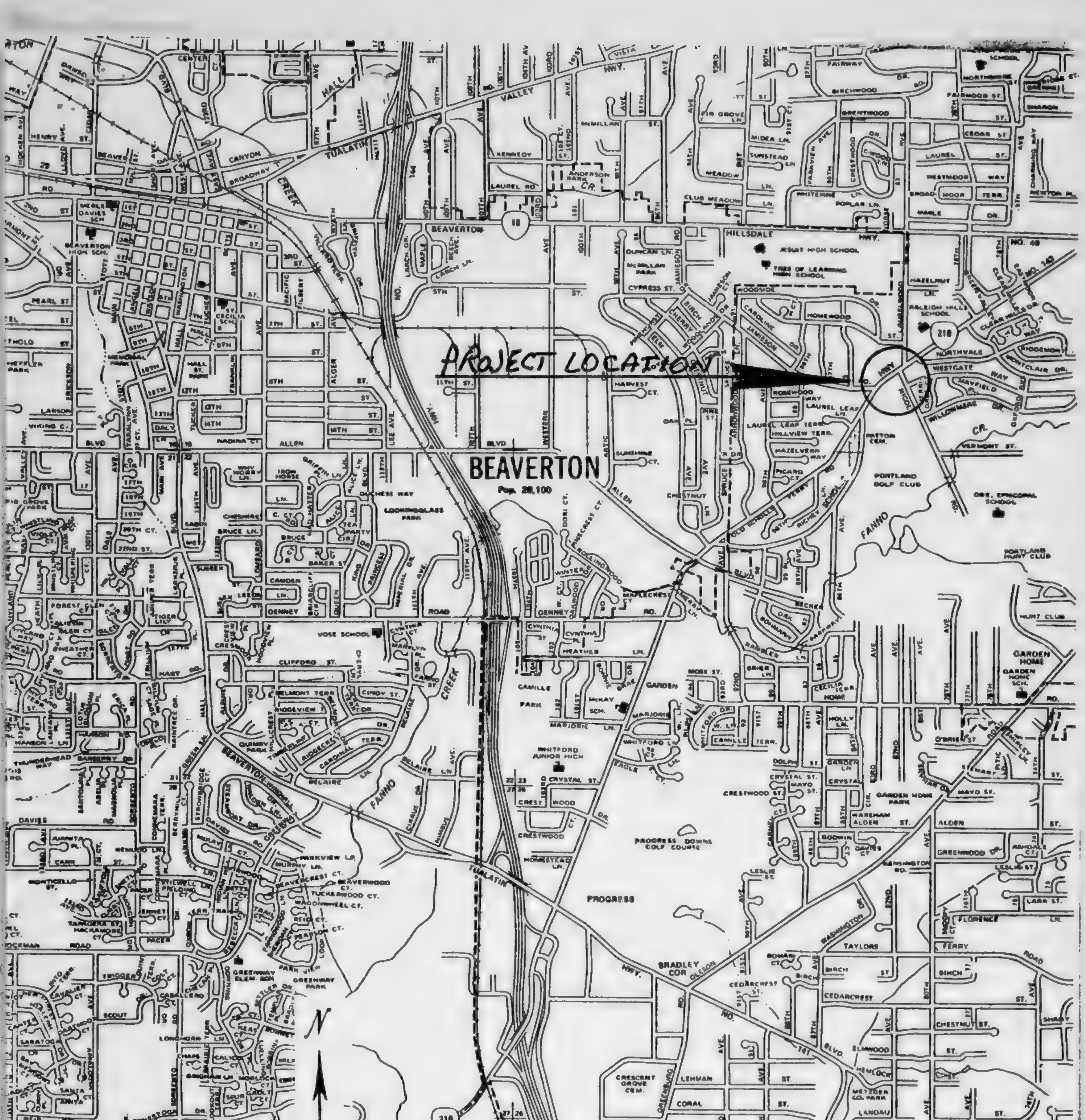
H S Coulter
State Highway Engineer

DATE: 9-1-83

RECEIVED
STATE HWY ENGR
SEP 1 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

HOLD BY
D. E. WAGNER


PROJECT LOCATION
BEAVERTON
Pop. 28,100
N

WASHINGTON COUNTY, OREGON

August 18, 1983

Board of County Commissioners
Washington County
150 First N., Room 418
Hillsboro, OR 97123

Attn: Marilyn Crutsinger
Clerk of the Board

AGR 4

Oregon Episcopal School
Malcom Manson, Headmaster
6300 SW Nicol Road
Beaverton, OR 97005

MISC. CONTRACTS and
AGREEMENTS No. 77

Gentleman or Ladies:

Attached for your records is a fully executed copy of an agreement with Washington County, Oregon Episcopal School and the Highway Division for improvement of Scholls Highway at Nicol Road in the Portland Golf Club Area.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

9366 t

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
ENV 3

August 18, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Scholls Highway @ Nicol Road
Scholls Ferry Road
Washington County
HES-9234(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

CONCUR

8/31/83
for Division Administrator Date

ENVIRONMENTAL SECTION
August 31, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Ed Hardt
Jeft Kaiser
Clarence Eshelmann
Bill Geibel

Form 734-3122

PROJECT ROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Scholls Hwy at Nicol Road

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

A narrow linear easement would be required from the privately owned golf course on the southwest quadrant of the project. The purpose of the easement would be to remove a row of trees for improved sight-distance. A new row of trees would be planted further back on the property.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Existing land uses would not be significantly affected.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Improved safety and operation of this hazardous, offset intersection. Improved access safety for the Oregon Episcopal School located at the south end of Nicol Road.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No significant impacts are expected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None expected

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

While the proposed widening is more than a single lane in width, the widening is only for a turn-refuge, is local in scale and involves very minor right-of-way, hence the Categorical Exclusion classification.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X JEF KAISER	653-3221	August 31, 1983

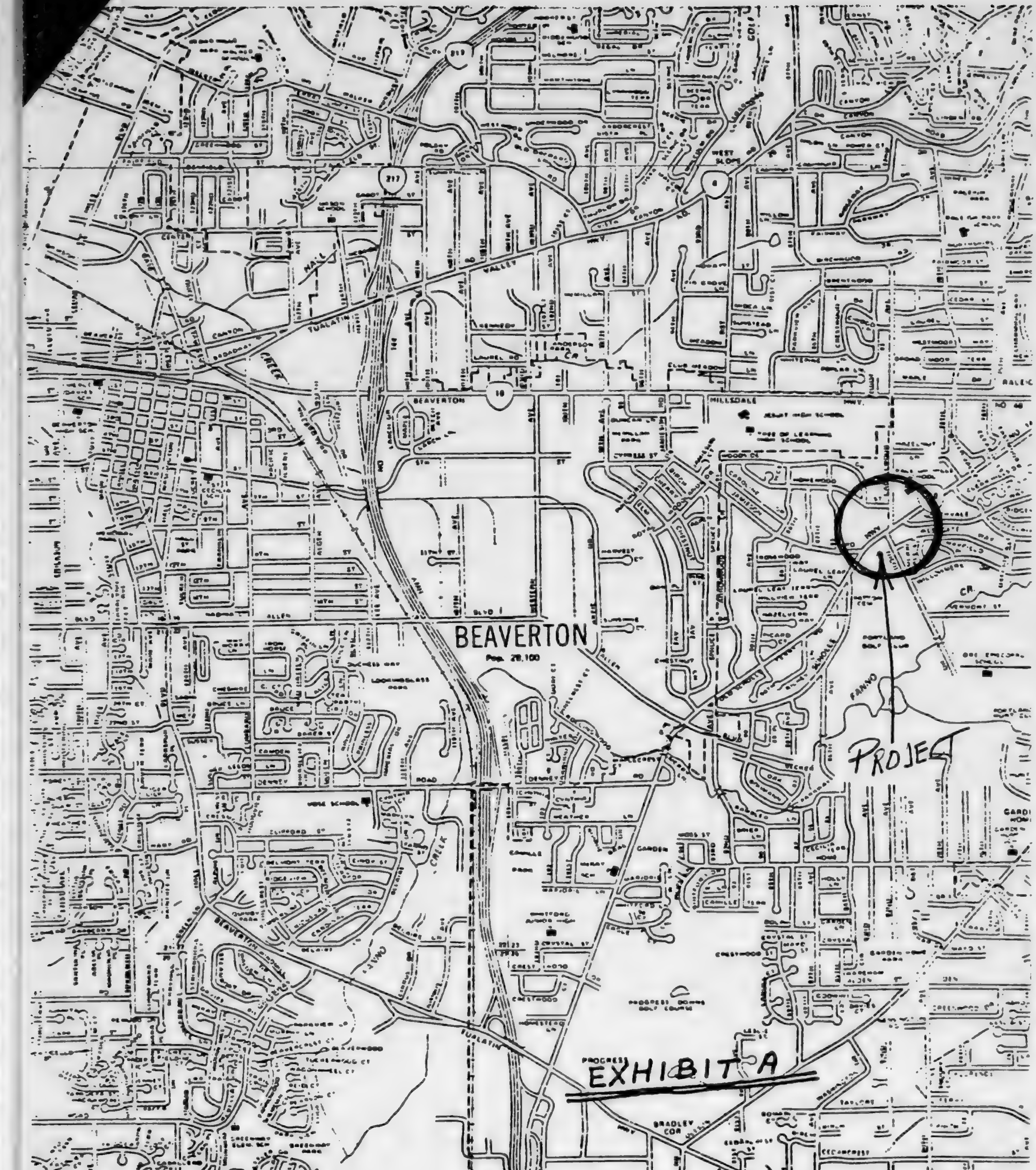

BEAVERTON
Pop. 28,100
CANYON
TUALATIN VALLEY HWY
HILLSDALE
HWY
PROJECT

EXHIBIT A

9866

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 9, 1983

To: Executive Department
Federal-Aid Coordination Unit

Metropolitan Service District
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 2A
Section: Nicol Rd. & Laurelwood Dr.
Highway: Scholls Highway ORE 210
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be September 16, 1983.

JLG:bks
Attachments
bc: D.E. Wilken, FHWA (2)
H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. M Engr.: E.L. Hardt
Dis. 2A Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
J.L. Gaither

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 — 12] APPLICANT ADDRESS STREET [45: Transportation Building — 46] CITY [60: Salem — 76] ZIP: 97310

04 — 12] CONTACT PERSON [45: Gary A. Potter — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6564

01 — 12] PROJECT TITLE [71: Nicol Rd. & Laurelwood Dr.

11 — 12] PROJECT LOCATION—CITY: Scholls Hwy. ORE 210 — PROJECT LOCATION—COUNTY: Washington — PROJECT LOCATION [79: SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Construct side-by-side median left-turn lanes on the Scholls Hwy.. Widen

06 12] Nicol Rd. to add a right-turn lane. Relocate golf course landscaping to [71

07 12] to provide sight distance for left turns from Nicol Rd. to Scholls Hwy. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
36,000		4,000		74,000	114,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79: Local & State

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways (Sec. 152)

15 — 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: August 9, 1983

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: September — 43] DAY [44: 16 — 45] YEAR [46: 1983

ADDIT.NAL INFORMATION—ALL APPL.ANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 9, 1983

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

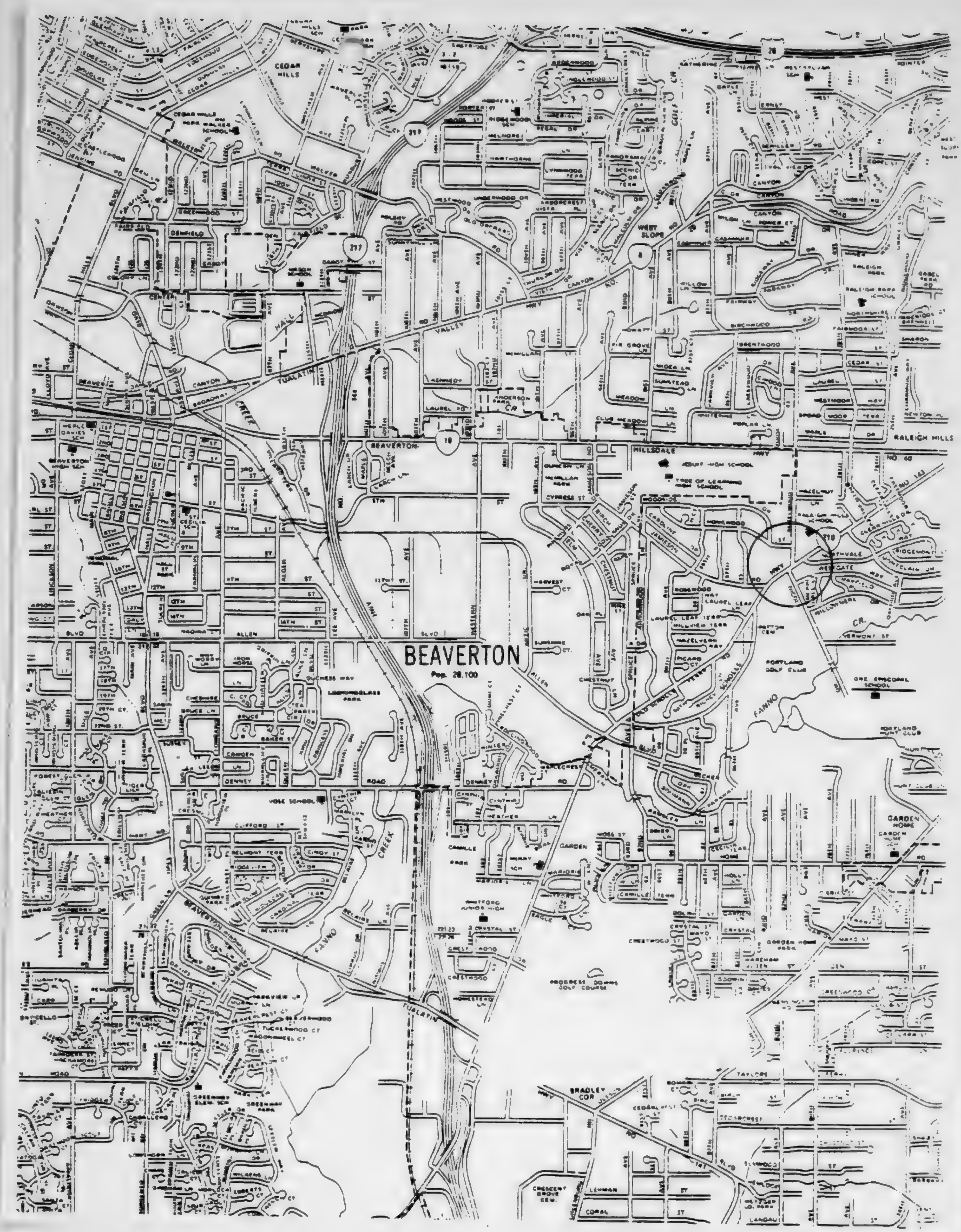
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 project, categorical exclusion, according to the 1978 environmental quality guidelines.


CEDAR HILLS
CEDAR HILLS PARK
CEDAR HILLS BLVD
WALKER RD
217
26
8
10
210
WEST SLOPE
CANYON RD
TUALATIN VALLEY HWY
HALL BLVD
BEAVERTON CREEK
RALEIGH HILLS
RALEIGH PARK SCHOOL
BEAVERTON-HILLSDALE HWY
JESUIT HIGH SCHOOL
VALLEY CATHOLIC HIGH SCHOOL
RALEIGH HILLS SCHOOL
WESTGATE
BEAVERTON HIGH SCH
ST CECILIA SCH
BEAVERTON
Pop. 28,100
ALLEN BLVD
LOOKINGGLASS PARK
PORTLAND GOLF CLUB
ORE. EPISCOPAL SCHOOL
PORTLAND HUNT CLUB
FANNO CR.
DENNEY RD
VOSE SCHOOL
GARDEN HOME
GARDEN HOME PARK
WHITFORD JUNIOR HIGH
PROGRESS DOWNS GOLF COURSE
TUALATIN
BRADLEY COR
GREENWAY PARK
CRESCENT GROVE CEM.

9/66

t

STATE OF OREGON

Highway - Traffic

INTERoFFICE MEMO

PRO 6

TO: G. A. Potter, Manager
Program Section

DATE: July 20, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Project Review
Scholls Highway at Nicol Road and Laurelwood Drive
Washington County

The accident history at the subject location has been reviewed with Metro Region Traffic Engineer, Ron Failmezger. This review has determined that $40,000 in Title II Hazard Elimination Program funds can be justified for installation of a double left turn lane.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB:klh

cc: R. N. Bothman ✓
E. L. Hardt
F. E. Terpin

RECEIVED
ASST STATE HWY ENGR
JUL 22 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
ROBERT N. BOTHMAN

81-125-1387

9266 1

STATE OF OREGON INTEROFFICE MEMO

Highway - Traffic PRO 6

TO: Gary A. Potter, Manager
Program Section

DATE: July 6, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Project Review
Scholls Highway at Nicol Road and Laurelwood Drive
Washington County

The proposal to install left-turn channelization at the subject location has been reviewed for possible Title II Hazard Elimination Program funding.

The location qualifies for funding under the Safety Priority Index System, however, only $20,000 can be justified for expenditure under Title II. If the project included the installation of traffic signals with protected left-turn movements, $70,000 could be justified.

These amounts could be added to any other funds made available to the project.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB:ds

cc: R. N. Bothman
E. L. Hardt
F. E. Terpin

NOTED
ROBERT N. BOTHMAN

81-125-1307

9866 1

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO 3

TO: L. E. George
Traffic Engineer

DATE: June 22, 1983

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Channelization Project
Scholls Highway @ Nicol Road
Washington County

The subject project is listed on page 9 of the current Six-Year Highway Improvement Program. It is proposed to be cooperatively funded by the State, Washington County and the Oregon Episcopal School.

The contract schedule committee approved a cooperative funding concept for the project as follows: Washington County--24 percent of the total cost to a maximum of $28,000; Oregon Episcopal School--16 percent of the total to a maximum of $19,000; and the State to be responsible for the remaining costs.

It was requested by the schedule committee that this project be investigated to see if the project would be eligible for safety funds.

Please return the material to this office when you have made the determination.

GAP:lb

cc Robert N. Bothman
Edward L. Hardt

RECEIVED
ASST STATE HWY ENGR
JUN 23 '83
REFER TO
FOR

Contains Recycled Materials

9216

Sec. 1-3

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

June 3, 1983

In Reply Refer To
File No.

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trent
Wakerlig

RECEIVED
JUN 06 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Steve Tidrick
General Manager
Portland Golf Club
5900 SW Scholls Ferry Rd.
Portland, OR 97225

Dear Sir:

I appreciate your kind offer to cooperate with the Highway Division in the improvement to the Nicol Road/Scholls Ferry Road intersection. I'm optimistic that the combination of your architect and our landscape architect will be able to come up with a planning scheme that will be satisfactory to the Portland Golf Club. I would appreciate being notified when you know for sure when Mr. Graves will be available so that we can begin our coordination.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

cc Malcom Manson
Larry Rice
bc Hal Versteeg

734-1850

OM [✓ MAE] [✓ OE] PPM [✓ CE]
TOS RECEIVED ME
US JUN - 2 1983 PDM
CSA Metro Region TAM
SO [✓ PA] EM BUD LM

PORTLAND
GOLF CLUB

May 27, 1983

Mr. Edward L. Hardt
Metro Region Engineer
Department of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Dear Mr. Hardt:

Thank you for your letter of May 12th responding to our Board of Director's questions regarding the Nicol Road and Scholls Ferry Road intersection development.

Our Board is generally willing to cooperate with your request to relocate the shrubbery and screening vegetation along Scholls Ferry Road. However, we are most concerned that our golf course architect, Robert Muir Graves of Walnut Creek, California, be involved in any changes in vegetation and of course in assessing the needed changes to the championship tee on our 5th hole.

We are currently engaged in aerial protography and boundry survey of our course in conjunction with Mr. Graves. We anticipate that we shall have Mr. Graves on site sometime within the next 60 to 90 days. At that time, we would then involve Mr. Graves in the needed changes along Scholls Ferry Road.

Please be assured that our Board is willing to cooperate with you and the other parties involved but must proceed with some caution and concern. Thus, we feel the need to involve our course architect.

If you have any questions please do not hesitate to contact me.

Sincerely,

PORTLAND GOLF CLUB

Steve Tidrick

Steve Tidrick
General Manager

cc: Portland golf Club Board of Directors
Harvey Junor; Course Superintendent
Reverend Malcom Manson; Headmaster, O.E.S.
Merlyn A. Anderson; Landscape Architect, State D.O.T.
Larry Rice; Washington County, Director of Public Works

9866 143 N

PORTLAND
GOLF CLUB

5900 S. W. SCHOLLS FERRY RD.
PORTLAND, OREGON 97225
PHONE 292-2651

1 Versteeg ✓
3 Anderson
Adams
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MAY 09 1983
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Action

May 6, 1983

Mr. Ed Hardt, Regional Engineer
Highway Division
Department of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Dear Mr. Hardt:

The Portland Golf Club Board of Directors reviewed the proposed changes for the Scholls Ferry and Nicol Road intersection at the regular Board meeting on April 27, 1983. The Board understands that your general request is for removal of the shrubs and trees along Scholls Ferry and the replacement of those shrubs and trees approximately 10 feet south of our current property line.

Before reaching a decision, our Board requests that you and the other parties involved (Oregon Episcopal School and Washington County) prepare a formal written statement of your proposal.

The proposal should also include the feasible alternatives which were considered during your investigation and the supporting data for their rejection. Our Board is particularly concerned about future long-range plans for Scholls Ferry Road; i.e., will it be widened along the length of our property; what about Jamison Road intersection and its eventual improvement?

Your formal written proposal along with the requested supporting data will be most helpful in allowing our Board to make a proper decision. Please feel free to contact me if you need any information.

Sincerely,

Steve Tidrick

Steve Tidrick
General Manager
Portland Golf Club

cc: Portland Golf Club, Board of Directors
Reverend Malcom Manson; Headmaster, O.E.S.
Merlyn A. Anderson; Landscape Architect, State D.O.T. ✓
Harvey Junor; P.G.C. Course Superintendent
Larry Rice; Washington County, Director of Public Works

SRT/bh

7266   143

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Scholls Highway @ Nicol Road

REGION: Metro

SURVEY AUTHORITY	AUTHORIZATION NO	PREFIX	DATE
	1	134-1422	May 5, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 6,000	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 600	$ 600
902 CITIZEN'S INVOLVEMENT	0	0	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0	0	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	800	800
905 FINAL DESIGN 1.7%	2,500	2,500	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS		
906 BRIDGE DESIGN	1,000	1,000	921 SPECIFICATIONS	3,000	3,000	938 REGION ENVIRONMENT	0	0
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	1,000	1,000	923 ENVIRONMENTAL SECTION			950 TRAINING	0	0
910 REGION GEOLOGIST	2,000	2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	0
911 TRAFFIC SECTION	500	500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0	0	980 PUBLIC HEARING	0	0
913 RIGHT-OF-WAY LIAISON	500	500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	1,000	1,000	932 RAILROAD & UTILITIES	200	200			
						TOTALS	$ 19,000	$ 19,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Obtain necessary field work and prepare plan, profile, cross-sections, drainage, retaining wall detail, landscape relocation, and right-of-way drawing.

Estimate 30 days field and office duration

1 Versteeg ✓
Anderson cy
2 Adams
Macnab cy
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig cy
5 Molly

RECEIVED
AUG 19 1983
ROAD DESIGN SECTION

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Action

PREPARED BY	DATE 5-6-83	APPROVED. ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8-10-83
RECOMMENDED. REGION ENGINEER X	DATE 5/12/83	APPROVED. ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE 8/10/83
RECOMMENDED. LOCATION ENGINEER X	DATE 8/9/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Scholls Highway @ Nicol Road			KEY ID # 00434
			REGION Metro
STATE HIGHWAY # 143	HIGHWAY NAME Scholls	MILE POST FROM 11.7 TO 11.8	LENGTH 800 ft.
☒ URBAN ☐ RURAL	CITY N/A	COUNTY Washington	ROAD/STREET NAME Scholls Ferry Road
ROUTE # ORE 210	FEDERAL AID # FAU 9234	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 20	GRADING (✓)		X	FILES (#)	1
RIGHT OF WAY		$ 15	PAVING (✓)		X	ACRES (#)	0.06
ROADWAY	$ 82		STRUCTURES (✓)	Retaining Wall	X	RELOCATIONS (#)	0
STRUCTURES	$ 5		SIGNING (✓)		X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ --		SIGNALS (✓)			PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ --		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 19					RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
Landscape	$ 8		ENVIRONMENTAL CLASS (1,2,3)		2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ Included		DESIGN CATEGORY (1-7)		7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 114	WORK TYPE (1-12)		2	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	13%	$ 149					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Cooperative	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	4
STRUCTURES (#)	0	1 retaining wall
SIGNALS (#)	0	0
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	14,000	19,000
YEAR OF AVERAGE DAILY TRAFFIC	1981	2000

DEFINE THE PROBLEM

There is a high number of rear-end accidents at the Nicol Rd./Laurelwood Rd. intersection. Most of these accidents can be prevented by channelization.

PROPOSED SOLUTION

Build side-by-side median left-turn lanes on the Scholls Hwy Widen Nicol Rd. to add a right-turn lane. Relocate golf course landscaping to provide sight distance for left turns from Nicol to Scholls.

REQUESTED: REGION ENGINEER X	DATE 5/12/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 1-19-82	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Scholls Highway @ Nicol Road

REGION Metro

PROJECT JUSTIFICATION

This project is listed on page 9 of the current Six Year Highway Improvement Program.

Washington County and the Oregon Episcopal School have agreed to participate with the State in funding the cost of this project.

A June 1982 traffic analysis by the Metro Region has calculated a benefit-cost ratio of 1.4 for installing channelization at this intersection.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Scholls Highway @ Nicol Road

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	~~N~~ S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	E	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	E	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0 NEW (#)	0

UTILITIES S (LIST BELOW)

COMPANIES
Portland Gen. Elec.
Pacific NW Bell
Gen. Tele.
Raleigh Wat. Dist.
Unified Sewerage Agency
City of Beaverton Water Dist.
N.W. Nat. Gas

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 40

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	bike SHOULDER way	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	bike SHOULDER way	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING Scholls Highway																
-	-	-	-	4'	-	-	12'	-	12'	-	-	4'	-	-	-	-
-	-	-	-	4'	-	-	11'	20'	11'	-	-	4'	-	-	-	-
PROPOSED Scholls Highway																

SUGGESTED BASE DESIGN

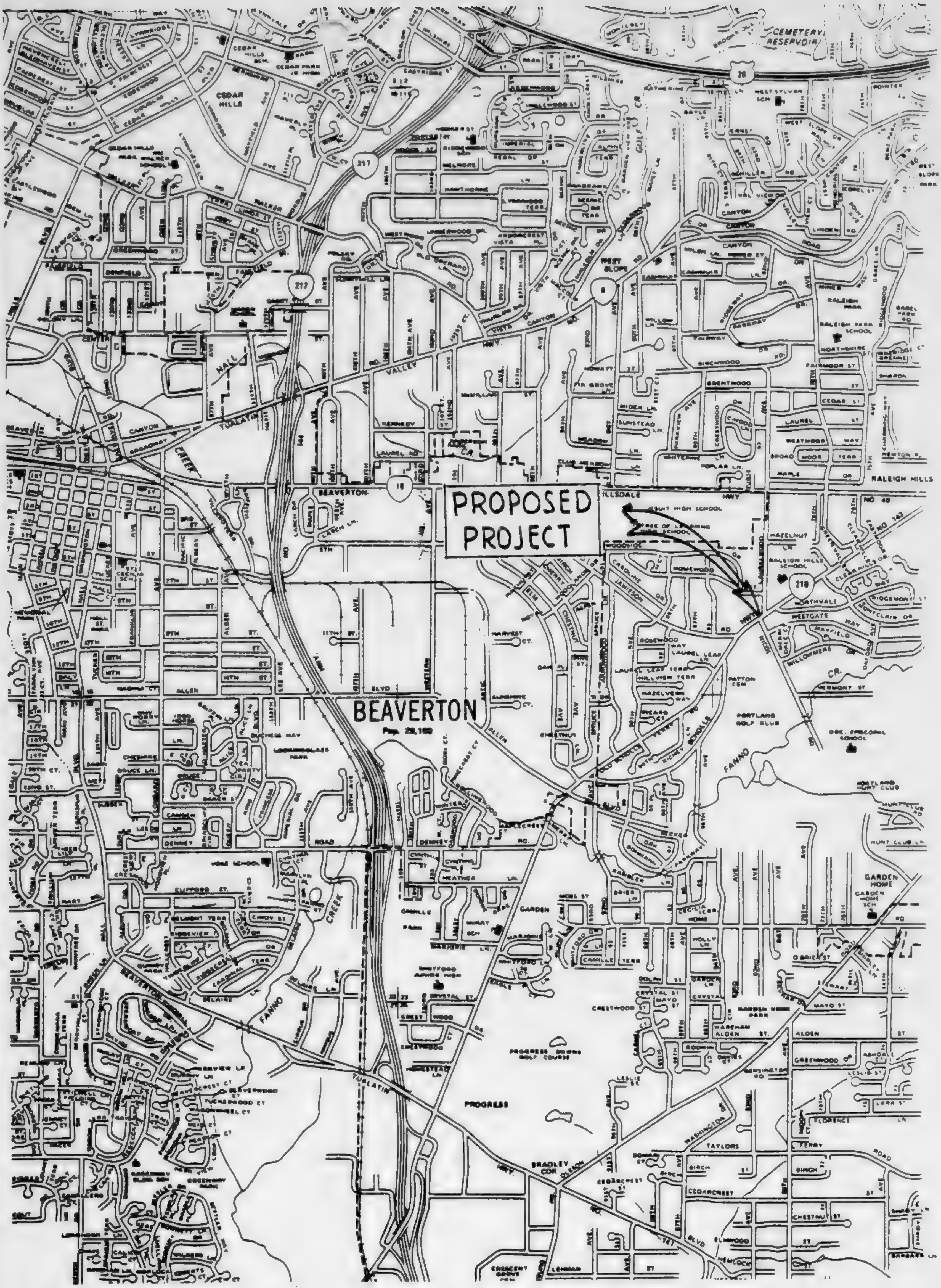
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 8/9/83

734-1912 (7-82)


PROPOSED
PROJECT
BEAVERTON
Pop. 28,100
JESUIT HIGH SCHOOL
RALEIGH HILLS SCHOOL
RALEIGH HILLS
RALEIGH PARK
RALEIGH PARK SCHOOL
WEST SLOPE
CEDAR HILLS
CEMETERY RESERVOIR
CANYON
TUALATIN VALLEY HWY.
BEAVERTON HILLSDALE HWY
PORTLAND GOLF CLUB
PORTLAND HUNT CLUB
GARDEN HOME
FANNO CR.
PROGRESS
PROGRESS DOWNS GOLF COURSE
WHITFORD JUNIOR HIGH
VOSE SCHOOL
BRADLEY COR.
217
208
8
10
210
141
DENNEY ROAD
ALLEN

9866

STATE OF OREGON

INTEROFFICE MEMO

TO: TED SPENCE
Plan & Program Manager

DATE: March 17, 1983

FROM: EDWARD L. HARDT El
Metro Region Engineer

SUBJECT: COUNTY/SCHOOL/STATE AGREEMENT
NICOL ROAD

Attached you will find a copy of a letter from Larry Rice making a proposal for the funding for the Nicol Road project. I've discussed this concept with Scott Coulter and he has agreed that we should proceed with the project. I'd like you to have a three-party agreement drawn up reflecting the terms of Larry's letter. You will find that we had previously drawn up a preliminary agreement for the School and the County to review, so we have basically put together all the pieces. We just need to firm up the cost split, and there may be some other things that need to be clarified, but I don't know what they are.

I'd appreciate it if you would have Jon work up a draft agreement as soon as possible.

3-21
Copy To Jon Rose (please draft)
Earl Henshaw (please complete project packet)

ELH/cp

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

March 9, 1983

OM N/E OE PPM CE
TOS RECEIVED ME
US MAR 1[illegible] 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Ed Hardt
ODOT - Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Nicol Road/Scholls Ferry Road Intersection Improvement Plan

Dear Ed:

On Friday, March 4th, Commissioner Bonnie Hays and I met with representatives of the Oregon Episcopal School and the Golf Course. We agreed to the need to move this project forward so construction could be completed this year.

We have read your proposed three party agreement #7743 and find it acceptable.

We discussed at some length fiscal participation and are prepared to agree to the following cost sharing:

Total estimated Project costs - Phase I	$110,000
ODOT - 60%	66,600
Washington County - 24% or a maximum of	28,000
Oregon Episcopal School - 16% or a maximum of	19,000

[illegible]

If this sharing formula is satisfactory, would you please prepare the agreements and contact the Golf Course to explain the program, work out details and obtain permission. The Golf Course representatives knew very little about the proposal. Their main concern is protection of the green, privacy, and esthetics.

Ed, we wish to express our appreciation for the State's continuing interest, support and cooperation in moving toward a satisfactory solution to this mutual problem. We look forward to your early positive response.

Yours very truly,

Larry Rice

Larry Rice
Director of Public Works

LR:ja:1:1
cc: Commissioner Hays
Malcom Manson, Headmaster

10087

1866

Jon:

My notes on Nicol Rd draft agreement.

① pg 2 - The intent is that State pays for PE, State, County + School share in Constr. costs. This ¶ needs to be separated or split up to show that.

② pg 3 Change 25% to 24%

③ pg 4 5. County shall maintain portion of project within its R/W.

(Construction, including engineering, etc.
County & School pay 24% & 16%, subject to their
limits. State pays the rest

(**P.E.** - State pays all

State maintains State area. County maintains. County area.

7866

OREGON STATE HIGHWAY DIVISION

SUBJECT: Agreement
Nicol Road @ Scholls Hwy

DATE: 8-31-82

TO: BUZ SWAN

FROM: JON ROSE

Ed Hardt has asked that an agreement draft be prepared for discussion with local groups regarding intersection improvement on Scholls Hwy @ Nicol Road.

This should be a 3-party (State, County, School) agreement covering PE, Phase I construction & Phase II construction. State will pay all PE costs and will pay 1/2 of construction costs for Phase I and Phase II. County & School will each pay 1/4 of construction but "not to exceed ___?___" If phase II is built, County will pay power. State will design, construct, maintain and operate.

R/W will be acquired by State as a part of project, (perhaps by donation?).

Ed needs this draft by Sept. 8.
Call if there are questions.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

Agreement draft to Metro 9-3.
4 hours
no prefix yet.

CC: ______________________ ______________________ ______________
(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

PROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
SEP 1 1982
REFERRED TO____________________
FOR____________________
FILE: PM FA LG.

9566

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: August 30, 1982

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: Traffic Improvement Nicol Road and Scholls Highway

On Friday morning, August 27 I met from 9 to 10 a.m. at the Oregon Episcopal School with the new headmaster Malcomb Mauson and several others representing the school, Washington County Commissioner Bonnie Hayes, and Larry Rice. The purpose of the meeting was to acquaint the new headmaster of the status of the project to improve the Nicol Road intersection at Scholls Highway and to try to move the project ahead.

I showed the group our plan for installing a double left turn lane, one lane for Nicol Road and the other for Laurelwood Avenue. I told them that we estimated this project to cost $95,000, and since it was a cooperative project that we expected the "locals" to put up a portion of the cost of the project and we would start the negotiations at 50 percent. Several points were discussed which need to be attended to.

1. We would like to find out what it would cost to add a right-turn lane on Nicol Road. I would like Jim McClure to have a design prepared and a cost estimate. Tom Schwab will determine what the appropriate length should be. The cost of this right-turn lane should be segregated on the estimate for the total project.

2. Some of the people from the school felt that we should upgrade the school signs on Scholls Highway, and they suggested that we put flashing lights on them. I would like Ron Failmezger to take a look at this question and see if flashing lights are appropriate or if there is some other way that we can more clearly advise traffic on the highway that it is approaching a school area.

3. The new headmaster said that he would be happy to approach the board at the golf course about the donation of the right-of-way needed for the project. In order to do that he needs a right-of-way sketch showing exactly what the taking from the golf course would be. I would like Jim to have a sketch drawn up showing this, also, I anticipate that the golf course would want to have the trees that are on the property that we will need moved back onto their remaining property. I would like Jim to arrange an estimate of what moving these trees would cost.

4. Both the school officials and the Washington County people would like to see a draft agreement for the project showing what they would be committing to so they can review that with their boards. I would like Jon Rose to prepare a draft for this purpose. Essentially, it should say that the Highway Division will design, construct and maintain the improvement which will be a double left-turn channelization on Scholls Highway at Nicol Road and Laurelwood Avenue, and that the Oregon Episcopal School will put up X dollars, Washington County will put up Y dollars and the Highway Division will provide the balance of the funding.

The agreement should also say that this channelization is the first of a two-stage project. The second stage will be a traffic signal to be installed when local funds are available. In the meantime, the project should stay in the Six-Year Program.

I told the group that I would have this information back to them within two weeks so I would like to have the information that I need by September 8th, so that I can meet that schedule.

pa

cc Jim McClure
Tom Schwab
Ron Failmezger
Jon Rose
Bill Geibel
Vickie Rocker

1766

1

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
JUN 14 '82
REFER TO
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act | File

TO: MEMO TO THE FILE

ORIGINAL SIGNED BY
EDWARD L. HARDT

DATE: June 11, 1982

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: NICOL ROAD IMPROVEMENT
SCHOLLS HIGHWAY
WASHINGTON COUNTY

NOTED
W. E. SCHWARTZ

On Wednesday afternoon, June 9th, from 4:00 to 5:45 PM a meeting was held at the Oregon Episcopal School to discuss the status of the Nicol Road intersection improvement. Attending were Headmaster Peter Sipple and Business Manager Buz Horn of the school; Peggy Harris, representing the parent-teacher group; Larry Rice, Public Works Director of Washington County; Tom Schwab, Vickie Rocker and I.

I reported to the group that the project had been added to the latest update of the Six Year Program as a "co-op" project wherein we were expecting the local "entities" to provide some portion of the cost of the project. I told them that in this instance, since the project was not high on the Highway Division's priority list, that we would expect a 50% contribution from the locals. I went on to say that we had done considerable engineering work on the design of a signal and found that the least expensive installation costed out at $215,000. This is a two-signal installation, where Nicol Road and Laurelwood Avenue would each have a signal, tied together. A better solution, which would realign Laurelwood to match up with Nicol Road, is estimated at about $325,000. I also mentioned that the two-signal project was not an ultimate solution in that after four to six years its volume/capacity ratio would reach 1.

The school representatives quizzed Larry Rice several times about the County's ability or willingness to put up some money for the project and Larry repeatedly answered that the County has no funds for this purpose. In order to find an affordable project, a suggestion was made that we stage the project by installing a turning lane before the signal was installed. The turning lane construction is a part of the signal projects identified above. This would bring the cost of the first stage (channelization) down to about $100,000, which is the amount identified in the Six Year Program for the project.

We left the meeting with the idea that the Highway Division would study the concept of channelization alone to see if the benefits supported that kind of a project. In the meantime, the school people would report to the Board and determine if they had any hope of raising the amount of money $50,000) that it would take to finance the project. I told them that we would be back with them in about three weeks.

6-16
cc Ventey
Bud George

ELH/cp
cc H. S. Coulter
R. N. Bothman
Tom Schwab
Bill Geibel

EH.

81-125-1387

Contains Recycled Materials

9766

1

STATE OF OREGON **INTER-OFFICE MEMO**

TO: MEMO TO THE FILE

DATE: September 1, 1981

FROM: EDWARD L. HARDT Edward L Hardt
Region Engineer

SUBJECT: OREGON EPISCOPAL SCHOOL
TRAFFIC CONCERNS AT NICOL ROAD AND
SCHOLLS FERRY ROAD

H. S. COULTER

Under date of July 21, 1981 I received a letter from Peter Sipple, Headmaster of the Oregon Episcopal School, which is located on Nicol Road in Washington County. The intersection of Nicol Road with Scholls Ferry Road, which is a state highway, has been the matter of considerable investigation by this office in the past, working with the school. Under date of August 17 I answered this letter and in return received a letter back from Mr. Sipple, dated August 25. Copies of all three letters are attached. The purpose of this memo is to inform those people who received a copy of the first letter what my response was and what Mr. Sipple's reaction to my letter was.

ELH/cp
Attachments
cc Anthony Yturri
Scott Coulter
Scott Burgess, City of Beaverton Planning
Larry Rice, Director of Public Works, WA County
L. E. George
Bill Geibel

RECEIVED
STATE HWY ENGR
SEP 2 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OES
OREGON EPISCOPAL SCHOOL
6300 S.W. Nicol Road / Portland, Oregon 97223 / (503) 246-7771

August 25, 1981

OE RE RME RCE BE
TE RECEIVED RSM
UE AUG 26 1981 RSC
SO REGION I RBI
TO

Mr. Edward L. Hardt
Region Engineer
Highway Division
9002 SE McLoughlin
Milwaukie, Oregon 97222

Dear Mr. Hardt:

Thank you very much for your recent letter and for the enclosures relating to the intersection of Nicol Road and Scholls Ferry Road. We will study the material with some care and decide how best to proceed. Your offer of assistance is greatly appreciated.

I must apologize for the tone of my letter. Upon rereading it, I realized that I had indeed been heavy-handed, and reflected only one side of the School's communication with Mr. Failmezger's office. I allowed myself to react to several years of frustration and criticism relating to the hazardous conditions I described. On the one hand, we did understand Mr. Failmezger to indicate that the conditions at the intersection would have to worsen before a permanent solution could be found. On the other, and much to his credit, he has taken the time to introduce short-term improvements and met with us to discuss our concerns.

We understand that a permanent solution will be difficult and costly to arrange and that Mr. Failmezger's position has been to seek intermediate steps which are feasible. For that we are grateful, and once again, I apologize to him and to you for not having adequately assessed the preventative steps that have already been taken.

Given the annoyance which my letter caused, I appreciate all the more your having responded with so much helpful information. Once our Buildings & Grounds Committee has had an opportunity to study this, one of us will give you a call to discuss the next step.

Thank you for your patience and understanding.

Met 3 wks ago
Should contact County
rt turn lane on Nicol Rd. —

Yours sincerely,

Peter W. Sipple
Headmaster

6 yr hearing - Thurs PM

PWS:lm
encl.
cc: Mr. Failmezger ✓

NOTED

Founded as St. Helens Hall in 1869 & Bishop Dagwell Hall in 1963

REGION I

RME RCE OE TE
UE SO RSM RSC
RBI BE TO

August 17, 1981

Mr. Peter W. Sipple
Headmaster
Oregon Episcopal School
6300 SW Nicol Road
Portland, OR 97223

Dear Sir:

I have reviewed your July 21 letter regarding the intersection of Nicol Road and Scholls Ferry Road. Before I go into the problem and how we might be able to deal with it, I feel compelled to speak in behalf of Mr. Failmezger. I believe you have grossly misinterpreted Mr. Failmezger's remarks regarding the need for fatalities at the intersection before any improvement can be done. Among his responsibilities is the initial investigation of traffic problems and complaints such as the one at Nicol Road. His first step is, after identification of the problem, to try to find a low-cost solution. That might be installation of warning signs, removal of sight-obstructing shrubbery, minor restriping of highway, physical widening of the highway if roadbed is available, installation of flashing warning signs, etc. These become recommendations to the appropriate District Engineer (in this case Bill Geibel), who has actual responsibility for the operation and maintenance of the particular highway.

In the case of the Nicol Road intersection, he has exhausted those kinds of solutions by (1) establishing a school crossing with appropriate signing, (2) installing signing to show the motorist on the highway that he is approaching an intersection, and (3) having the highway centerline moved to the north to provide better sight distance for traffic entering the highway. His review of the past accident record shows that the need at the intersection, in order to prevent these accidents, is for left-turn lanes, since most of the reported accidents have been of the rear-end type turning into both Nicol Road and Laurelwood Road. His investigation also shows that the Laurelwood Road intersection meets warrants for a traffic signal. Since the two intersections are so close together, signalization of Laurelwood Road would take into account the impact of the signal on the Nicol Road intersection. This then would require that the two intersections be shifted in order that they more nearly line up with one another, so that the left-turn lane for the one road does not conflict with traffic access to the other.

Peter W. Sipple
Page 2
August 17, 1981

What this all means is that a major capital improvement project, which we estimate in the $400,000-$500,000 category, would be required to totally solve the problem as we see it. Getting a project of this type and magnitude added to the Highway Division's construction program at the present time would be very difficult because, due to a shortage of funds, our emphasis is towards preservation of the system, as opposed to improvement. The only solution then available to Mr. Failmezger was to review the intersections to see if they have a serious enough accident record to qualify for a Federal safety project. This is a Federally-funded program for making spot improvements at known accident sites. In order to qualify an intersection or section of highway must have accumulated a bad enough accident record to rank it high enough in a priority system to qualify for funding. As callous as it may seem, since we have more places on our system that need improvement than we have funds available, the accident record, including fatalities, is used as a measuring stick of relative need. Mr. Failmezger's reference to accidents at the intersection was in reference to his unsuccessful attempt to obtain Federal safety funds for improvement of the intersection. He is a good practitioner of preventative medicine, as you put it, and has caused many worthwhile improvements to be placed on our highway system. I believe you have done him an injustice with your remarks, particularly with the circulation of your letter which you choose to make.

Be that as it may, I've attempted to assemble the data that you requested for your analysis of the problem. Enclosed you fill find the following:

1. A 1"=40' scale aerial photograph of the area.
2. Our latest traffic count for the intersection.
3. Copies of the portions of the Uniform Traffic Control Manual that dealt with the minimum requirements for a traffic signal.
4. A collision diagram showing the reported accidents at both intersections for several years.

I cannot comply with your request for a design plan for the realignment of the intersections and for a description of the additional right-of-way which might be needed because we have never developed this data.

At such time as you have had an opportunity to review this material, I would be most happy to meet with you to discuss your ideas about possible solutions to the problem.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

Enclosures

OES
OREGON EPISCOPAL SCHOOL
6300 S.W. Nicol Road / Portland, Oregon 97223 / (503) 246-7771

July 21, 1981

OE RE RME RCE BE
TE RECEIVED RSM
UE JUL 23 1981 RSC
SO REGION I RBI
TO

Mr. Edward Hardt
Regional Engineer
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Dear Mr. Hardt:

On and off throughout the past decade, representatives of this School have communicated with the State Highway Division on a topic of great concern to us: the intersection of Scholls Ferry Road with Southwest Nicol Road (ORE 210, HWY 143, M.P. 11.75). The hazards of this intersection have received frequent and prolonged discussion by members of our greater community, Trustees, parents, students, and so forth. We are aware of many accidents that have occurred at the intersection, some involving our personnel; and naturally, since we are a school, we worry especially about those who ride or walk through or across the intersection at least twice daily. Most recently, one of our employees, waiting at the Tri-Met stop at the head of Nicol Road, was nearly struck by a car which swerved to avoid hitting another vehicle in the intersection.

After prolonged correspondence with Mr. Ron Failmezger of the Highway Division, we sought an appointment with him only to learn that, in his opinion, virtually nothing can change at the intersection until Laurelwood and Nicol Roads are in alignment. We recognize that this would be a major and expensive change, but remain far from satisfied with the situation as it presently exists. Mr. Failmezger implied that until there are fatalities at the intersection, it is unlikely that any signalization can be constructed. This seems to us a rather dismal approach to preventative medicine. Although Mr. Failmezger is aware of the hazardous conditions I described, no real progress has been made. Oregon Episcopal School desires to do what it can to move the situation along, and therefore I would like to ask if you would be good enough to send us the following:

1. An enlarged, scaled aerial photograph of the intersection of Scholls Ferry Road and Nicol Road.
2. A design plan for the realigned intersection of Scholls Ferry Road, Nicol Road, and Laurelwood Avenue.
3. A description of the additional rights of way needed for the realigned intersection

Founded as St. Helens Hall in 1869 & Bishop Dagwell Hall in 1963

yes 4. The several traffic counts, including the most recent, showing traffic volumes on Scholls Ferry Road, Nicol Road, and Laurelwood Avenue and traffic projections, if any have been developed,

yes 5. Traffic control plans including signal operational plan.

Warrants 6. Copies of the applicable parts of the manual on Uniform Traffic Control Devices or other standards which set forth minimum requirements for traffic control installations.

yes 7. A resume of the kind and frequency of the accidents on Scholls Ferry Road at the intersection of Nicol Road and the intersection at Laurelwood Avenue.

Once our Trustees have had an opportunity to review the material you furnish us, it would probably be useful for us to have an opportunity to sit down with you and discuss the situation. We would greatly appreciate your finding time to do so.

Knowing how many problem areas there must be about the State, I would be reluctant to trouble you with the request for information. The fact is, however, that the hazardous intersection continues to haunt us, and the Trustees of the School feel we must do everything in our power to bring about some improvement.

Thank you for your attention to our request. I look forward to hearing back from you in the near future.

Yours sincerely,

Peter Sipple

Peter W. Sipple
Headmaster

PWS:lm
cc: Mr. Anthony Yturri, Chrman, Oregon Transportation Commission
Mr. H. S. Coulter, State Highway Engineer
Mr. Scott Burgess, City of Beaverton Planning
Mr. John Crockett, Director of Public Works, Washington County
Mr. John Charlton, Trustee, Oregon Episcopal School

1984 Snake R. (Ontario Spur) 9867
Br. Sec, Olds Ferry-Ontario Hwy.
(gr, pav, str) #2

4867 jc cc: OSHD (D. E. Forbes)

STATE COPY J

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 7	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 3/18/88	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. BRF-21-5(5)
COMPLETION DATE (Actual) 5/23/86	ACCEPTANCE DATE BY CONRTACT AGENCY 8/14/87	TIME ELAPSED 100 %	CONTRACT TIME 450 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SNAKE RIVER (ONTARIO SPUR) BRIDGE SECTION
OLDS FERRY - ONTARIO HIGHWAY
Grading, Paving & Structure

This project provided for construction of an 887 ft. structure for westbound traffic alongside the existing eastbound structure.

The final cost of $2,637,000 is nine percent under the authorization.

- TPL -

NOTED
V. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 23 '88
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cy 3/24

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE	SIGNATURE John T. Price
TITLE Area Engineer — DATE 3/18/88	TITLE District Engineer — DATE 3/21/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

October 28, 1987

CON 5 - 9633
9905
9762
9867✓
9541
9875
10,001
10,048

Washington State Department
of Transportation
Transportation Building KF-01
Olympia, WA 98504-5201

Attention: Glenn E. Hambrick
Prequalification Analyst

As requested, we have checked the Secretary of State's printout of claims filed against Ross Bros. Construction Inc. on Contract Nos. 9633, 9905, 9762, 9867, 9541, 9875, 10,001 and 10,048 for 1986 and 1987.

We have marked the claims where we have received notification that they have been paid. As discussed, we have no way of knowing that the claims are paid unless the claimant notifies us.

We have also attached an additional list of claims which were not shown on the Secretary of State's printout.

If we can be of any further assistance, please give us a call.

Fran Neavoll
COMMISSION SERVICES

Attachments

bc: Bryant Jackmond: For your information

FKN:slp

Washington State
Department of Transportation
Transportation Building KF-01
Olympia, Washington 98504-5201
(206) 753-6005

Duane Berentson
Secretary of Transportation

October 21, 1987

Commission Services
Oregon Dept. of Transportation
Transportation Building
Salem, OR 97310
Attn: Fran Neavoll

Re: Ross Bros. Construction, Inc.

Dear Ms. Neavoll:

Regarding our recent telephone conversation, I would appreciate your assistance in obtaining lien information concerning your organization and Ross Bros. Construction, Inc.

In that light, would you please indicate which liens are still current, on the enclosed Office of Secretary of State listings for 1986 and 1987. I understand that Ross Bros. is required to notify your office of releases from the liens.

Please return the enclosed listing at your earliest convenience.

Should you require further information in this matter please contact me at (206) 753-7368.

Very truly yours,

Glenn E. Hambrick
GLENN E. HAMBRICK
Prequalification Analyst

GEH:vg

Enclosure

RECEIVED
OCT 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY OF STATE

BARBARA ROBERTS
SECRETARY OF STATE

PUBLIC RECORDS DIVISION
JANET M. SULLIVAN
DIRECTOR
143 STATE CAPITOL
SALEM, OREGON 97310-0722
ADMINISTRATIVE RULES — (503) 378-4339
NOTARY PUBLIC — (503) 378-4724
PUBLIC RECORDS — (503) 378-2971
UNIFORM COMMERCIAL CODE — (503) 378-4146

October 19, 1987

Washington State Dept. of Trans.
Transportation Bldg.
Olympia, WA 98504

Dear Glenn Hambrick:

Per our phone conversation today I am sending you print-outs of the Notice of Claims we have on file against Ross Bros. Construction, Inc. for the years 1986 and 1987.

If you have any questions or need additional information, please feel free to contact me.

Sincerely,

Robin L. Zelmer
Public Records Officer

Encl.

OCT 21 1987

CLAIMS NOT LISTED ON SECRETARY OF STATE'S PRINTOUT

CLAIMS (LIENS) AS LISTED IN THE FILES OF COMMISSION SERVICES, OREGON DEPT. OF TRANSPORTATION, 121 TRANSPORTATION BUILDING, SALEM, OR 97310 AGAINST ROSS BROS. CONSTRUCTION INC. (1986-87) AS FOLLOWS:

Contract No. 9633 — Mystic Creek-Camas Valley Section, Coos Bay-Roseburg Highway, Douglas County

Amount: $104,228.68
By: Roseburg Paving Co.
Surety: Safeco Insurance Co. of America
Filed: 1-27-86 (CL 1985-0243)

Contract No. 9875 — Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County

Amount: $5,238.50
By: Pendleton Ready Mix Co.
Surety: Safeco Insurance Company of America
Filed: 1-9-87 (CL 1986-0347)

Contract No. 10,048 — Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County

Amount: $3,071.30 (plus late charges)
By: Tri-County Sand
Surety: Safeco Insurance Co. of America
Filed: 1-22-86 (CL 1985-0232)

Amount: $1,300.00
By: Farwest Rebar Co.
Surety: Safeco Insurance Co. of America
Filed: 5-30-86 (CL 1986-0209)

Amount: $1,303.10 (plus int. & atty. fees)
By: Coast Crane & Equipment Co.
Surety: Safeco Insurance Co. of America
Filed: 4-8-87

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ATEGORY   NOTICE OF CLAIM PAID
MOUNT     $41,418
Y         Coral Sales Co.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      February 20, 1986
ILENUM    CL 1986-0082
EMARKS    Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
          Hwy., Umatilla Co.
              DOCUMENT=        7 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $22,414.94 plus interest
Y         J. C. Drilling & Contracting Co.
GAINST    Ross Bros. Construction Co.
URETY     Safeco Ins. Co. of America
ILED      March 13, 1986
ILENUM    CL 1986-0113
EMARKS    Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
          Willamina-Salem Hwy., Polk & Marion Co.'s.
              DOCUMENT=        8 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $21,066.40
Y         Mocon Corp.
GAINST    Ross Brothers Construction, Inc.
URETY     Safeco Ins. Co.
ILED      February 14, 1986
ILENUM    CL 1986-0076
EMARKS    Job: Hwy. Div. Contract No. 10,001, work on the power line road, brid
          road in Umatilla Co.
              DOCUMENT=        9 OF       33
ATEGORY   NOTICE OF CLAIM - PAID
MOUNT     $15,684
Y         Northwest Pipe & Casing
GAINST    Ross Bros. Construciton, Inc.
URETY     Safeco Ins. Co. of America
ILED      February 20, 1986
ILENUM    CL 1986-0081
EMARKS    Job: Hwy. Div. Contract No. 10001, Power line rd.-bridge rd. sec., Mc
          Hwy., Umatilla Co.
              DOCUMENT=       10 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $582
Y         Platt, Ron Mfg., Inc.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      February 12, 1986
ILENUM    CL 1986-0071
EMARKS    Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec. Pacif
          Hwy., Marion Co.
              DOCUMENT=       11 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $3,078.44
Y         Associated Sand & Gravel Co., Inc.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      April 25, 1986

FILENUM    CL 1986-0167
REMARKS    Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
           & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
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SEARCH - QUERY
00005 ROSS.AGAINST. AND NOTICE AND 1986

              DOCUMENT=         1 OF        33
CATEGORY  NOTICE OF CLAIM.
AMOUNT    $20,445.05 including all credits
BY        B & B Concrete
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     January 27, 1986
FILENUM   CL 1986-0039
REMARKS   Job: Hwy. Div. Contract No. 9867, Snake River (Ontario Spur) Bridge,
          Ferry-Ontario Hwy.
              DOCUMENT=         2 OF        33
CATEGORY  NOTICE OF CLAIM                    * $6,175.25 contract 9875
AMOUNT    See Remarks *  ------------------> * $4,793 50 Contract 10,001
BY        Jo Von Concrete Pumping              $ 331.53 late charge for both con
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     January 27, 1986
FILENUM   CL 1986-0045.
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
          U'Xing, Oregon-Washington Hwy., Umatilla Co., $6,175.25; Hwy. Div. Co
          No. 10001, Power Line Rd-Bridge Rd. Section, McNary Hwy., Umatilla Co
          $4,793.50.
              DOCUMENT=         3 OF        33
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $7,570.36
BY        AGC-Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction Co., Inc.
SURETY    Safeco Ins. of Amer.
FILED     January 6, 1986
FILENUM   CL 1986-0009.
REMARKS   Job. Hwy. Div. Contract No. 10001, Powerline Rd.-Bridge Rd. sec.-McNa
          Hwy., Umatilla Co.
              DOCUMENT=         4 OF        33
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $7,868
BY        AGC-Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     February 10, 1986
FILENUM   CL 1986-0065
REMARKS   Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
          Hwy., Umatilla Co.
              DOCUMENT=         5 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $3,292
BY        Barrier West
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco
FILED     March 21, 1986
FILENUM   CL 1986-0125
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
          U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
              DOCUMENT=         6 OF        33
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AMOUNT    $30,400
BY        Dywidag Systems [illegible]ternational, USA, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 19, 1986
FILENUM   CL 1986-0193
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
          sec., McNary Hwy., Umatilla Co.
              DOCUMENT=      18 OF      33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $14,514.25
BY        Pendleton Ready Mix Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 20, 1986

          CL 1986-0208
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
          & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
              DOCUMENT=      19 OF      33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,304.20
BY        Riedel International, Inc. dba Western Pacific Construction
          Materials Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 19, 1986
FILENUM   CL 1986-0196
REMARKS   Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
          sec., Pacific Hwy., Multnomah Co.
              DOCUMENT=      20 OF      33
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $2,137.88
BY        Hogan Mfg., Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     June 30, 1986
FILENUM   CL 1986-0238
REMARKS   Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd. sec.
          Pacific Hwy., Multnomah Co.
                Satisfied: September 17, 1986.
              DOCUMENT=      21 OF      33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $270
BY        Lunceford, Murry
AGAINST   Ross Bros. Construction Co.
SURETY    Safeco Ins. Co.
FILED     July 17, 1986
FILENUM   CL 1986-0252
REMARKS   Job: Improvements on the I-5 Freeway, at or near the Terwilliger Curv
          Multnomah Co.
              DOCUMENT=      22 OF      33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,607.08
BY        Umatilla Ready-Mix, Inc.
AGAINST   Ross Bros. Construction, Inc.

SURETY    Safeco Ins. Co. of America
FILED     June 30, 1986
FILENUM   CL 1986-0241
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
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                DOCUMENT-        23 OF        33
CATEGORY   NOTICE OF CLAIM [illegible]
AMOUNT     $16,773.96
BY         Umatilla Ready-Mix, Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      August 11, 1986
FILENUM    CL 1986-0268
REMARKS    Job: Hwy. Div. [illegible]
              Amended: $3,507.63 pd. on account, filed September 10, 1986.
              Amended: $7,000 pd. on account, filed October 9, 1986.
                                                   33
CATEGORY   NOTICE OF CLAIM-PAID
AMOUNT     $27,703.50
BY         United Steel Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      June 3, 1986
FILENUM    CL 1986-0225
REMARKS    Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
           Hwy., Umatilla Co.
                DOCUMENT-        25 OF        33
CATEGORY   NOTICE OF CLAIM-PAID
AMOUNT     $4,633
BY         Westland Irrigation Dist.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      June 3, 1986
FILENUM    CL 1986-0226
REMARKS    Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
           Hwy., Umatilla Co.
                DOCUMENT-        26 OF        33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $5,640
BY         Hardt, Edwin L.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      October 9, 1986
FILENUM    CL 1986-0304
REMARKS    Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside)
           Bridge & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
                DOCUMENT-        27 OF        33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $2,249.90
BY         Progress Quarries, Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      August 22, 1986
FILENUM    CL 1986-0272
REMARKS    Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
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          sec., Pacific Hwy., Multnomah Co.
               DOCUMENT=      28 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,214.98
BY        B & M Construction Equipment Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     November 17, 1986
FILENUM   CL 1986-0335
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River-Riverside Bridge,
          Pendleton.
               DOCUMENT=      29 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,057.12
BY        Ross Machine & Iron Works, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     November 13, 1986
FILENUM   CL 1986-0332
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
               DOCUMENT=      30 OF       33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $41,523.70
BY        A-1 Sandblasting & Steam Cleaning Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 30, 1986
FILENUM   CL 1986-0318
REMARKS   Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
          sec., Willamina-Salem Hwy., Polk & Marion Co.'s.
               DOCUMENT=      31 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $51,278.14
BY        Pendleton Ready Mix Co.
AGAINST   Ross Bros. Construction
SURETY    Safeco Ins. Co. of Amer.
FILED     December 9, 1986
FILENUM   CL 1986-0347
REMARKS   Job: Hwy. Div. Cont. No. 9875, Umatilla Rvr. Bridge & U.P.R.R Crossin
          Project.
              Amended: December 18, 1986, in amt. of $5,238.50.
               DOCUMENT=      32 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,948
BY        Tri-State Concrete Pumping
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     December 29, 1986
FILENUM   CL 1986-0362
REMARKS   Job: Hwy. Div. Cont. No. 9875, Umatilla River (Riverside) Bridge & UP
          U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
               DOCUMENT=      33 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $17,550.63
BY        Wildhorse Contracting
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 28, 1986
FILENUM   CL 1986-0316
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.
```

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SEARCH - QUERY
00003 ROSS.AGAINST. AND NOT[illegible]E AND 1987

                DOCUMENT=        1 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $4,668.71
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 28, 1987
FILENUM   CL 1987-0021
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River
          (Riverside) Bridge & Uppr Undercrossing sec. of Oregon-
          Washington Hwy., Umatilla Co.
                DOCUMENT=        2 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $6,044.78
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     February 4, 1987
FILENUM   CL 1987-0030
REMARKS   Job: Hwy. Div. Contract No. 10001, Powerline Rd.,
          Bridge Rd. sec. of McNary Hwy., Umatilla Co.
                DOCUMENT=        3 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $14,500.75 plus interest
BY        Hutchinson, Ray dba Columbia Western Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 13, 1987
FILENUM   CL 1987-0010
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-
          Bridge Rd. sec., McNary Hwy., Umatilla Co.
                DOCUMENT=        4 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $201,173.01
BY        Wildhorse Contracting, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     March 4, 1987
FILENUM   CL 1987-0046
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr.
          (Riverside) Bridge & UPPR U'Xing sec., Oregon-
          Washington Hwy., Umatilla Co.
                DOCUMENT=        5 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,436.48
BY        Progress Quarries, Inc.
AGAINST   Ross Brothers Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 18, 1987
FILENUM   CL 1987-0070
REMARKS   Job: Contract No. 10048, work of supplying rock & delivering it
          to project at Marquam Bridge, SW Haines Rd. sec., Pacific Hwy.,
          Multnomah Co.
```

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         DOCUMENT=       12 OF        33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $14,395.62
BY        Cascade Construction Co., Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     April 25, 1986
FILENUM   CL 1986-0169
REMARKS   Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec.,
          Pacific Hwy., Marion Co.
         DOCUMENT=       13 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,668.72
BY        Coral Sales Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 20, 1986
FILENUM   CL 1986-0205
REMARKS   Job: Hwy. Div. Contract No. 9633, Mystic Creek-Camas Valley sec.,
          Coos Bay-Roseburg Hwy., Douglas Co.
         DOCUMENT=       14 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,879.09
BY        Rowell & Wickersham Contractors, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 30, 1986
FILENUM   CL 1986-0220
REMARKS   Job: Hwy. Div. Contract No. 9762, Palmer Crk. Bridge sec., Salem-
          Dayton Hwy., Yamhill Co.
         DOCUMENT=       15 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $5,089.55
BY        Star Rentals & Sales
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 30, 1986
FILENUM   CL 1986-0221
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
          & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
             Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
          sec., McNary Hwy., Umatilla Co.
         DOCUMENT=       16 OF        33
CATEGORY  NOTICE OF CLAIM- NOT FOUND in Comm. files
AMOUNT    $21,428.21
BY        Davis, Henry G. dba Treasure Valley Rebar
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     April 14, 1986
FILENUM   CL 1986-0149
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside).
         DOCUMENT=       17 OF        33
CATEGORY  NOTICE OF CLAIM
```

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             DOCUMENT-       6 OF         6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $4,287.21
BY        Continental Telephone Co. of the NW
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co.
FILED     August 3, 1987

          CL 1987-0084
REMARKS   Job: Contract No. 9762. Construction of the Palmer Creek Bridge.

R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.
```

October 13, 1987

Safeco Insurance Company of America CON 5 - #9867
4101 SW Kruse Way
Lake Oswego, OR 97034

On August 20, 1987, we wrote to you concerning release of final payment on Contract No. 9867 awarded to Ross Bros. Construction, Inc. for work on the Snake River (Ontario Spur) Bridge Section of the Olds Ferry-Ontario Highway in Malheur County (Oregon) and Payette County (Idaho).

Final payment on this contract is $12,297.96 and the total contract amount is $2,510,988.54 including $14,211.97 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc: C. O. Fredrickson
Walt Hart
Robert Hector

9867

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9867

TO: Commission Services

DATE: August 14, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9867, On Site Work Substantially Completed May 23, 1986

All Work Completed July 14, 1987

Project Snake River (Ontario Spur) Bridge

Highway Olds Ferry-Ontario

County Malheur, OR and Payette, ID

Type of Work Paving, Grading, and Structure

Contractor Ross Bros. Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-20-87 - Surety letter written.

RECEIVED
AUG 19 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRF-21-5(5)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40206

2A. COUNTY NAME
Malheur

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
April 16, 1986

8. FEDERAL ROUTE NUMBER
FAP 21

9. STATE ROUTE NUMBER
455

10. GENERAL LOCATION:
Snake River (Ontario Spur) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Repair erosion damage at the northwest corner of the structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/16/86 as requested in Mr. Fredrickson's letter of 11/7/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $3,732; Federal Funds $2,985.

RECEIVED
STATE HWY ENGR
NOV 20 '86
REFER TO Potter
FOR
| Info | Inves | R/D | D/R | Sign | Act | File |

Orig to
11/20

14. DATE
11/17/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Snake River (Ontario Spur) Bridge	WEEK ENDING August 30, 1986
		SECTION PREFIX C09867
	HIGHWAY Olds Ferry - Ontario	COUNTY Malheur
NAME OF JOB	KIND OF WORK Grading, Paving, Structure	
CONTRACTOR Ross Bros. Const. Inc.	CONTRACT NUMBER 9867	FEDERAL AID PROJECT NUMBER BRF-21-5(5)
DATE OF CONTRACT August 17, 1984	DATE WORK STARTED Sept.4, 1984	ESTIMATED COMPLETION DATE May 23, 1986
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 450	CALENDAR DAYS USED 450
PROJECT AUTHORIZATION: $ 2,879,376	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 2,674,620	ENGINEERING AUTHORIZATION $ 204,756	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,576,231	ENGINEERING COST TO DATE $ 212,815	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN UNDERRUN 4 %	PERCENT OF AUTHORIZATION 104 %	May 23,1986

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.38	0.38			0.38
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.38	0.38			0.38
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,720 cy	550cy			3,040tn
TOTAL QUANTITIES CORRECTED TO DATE	1,387cy	1707tn			2,226tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,387cy	1707tn			2,226tn
AVERAGE DAILY QUANTITIES	0cy	0cy			0tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1000B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24		0		
MONDAY 25		0		
TUESDAY 26		0		
WEDNESDAY 27		0		
THURSDAY 28		0		
FRIDAY 29		0		
SATURDAY 30		0		

CONTR. NO: 9867 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** August 30, 1986

24 SUNDAY	No activity.
25 MONDAY	No activity.
26 TUESDAY	No activity.
27 WEDNESDAY	No activity.
28 THURSDAY	No activity.
29 FRIDAY	No activity.
30 SATURDAY	No activity.

REMARKS

Semifinal submitted to Region Offfice 8/28/86.

FINAL REPORT

SIGNED Ken Hilton LOCATION Ontario
for H.E. Shaw, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATE OF IDAHO

JOHN V. EVANS
GOVERNOR
IDAHO TRANSPORTATION BOARD
JOHN M. OHMAN — CHAIRMAN
LLOYD F. BARRON — VICE CHAIRMAN
MARION DAVIDSON — MEMBER
E. DEAN TISDALE
DIRECTOR

TRANSPORTATION DEPARTMENT

P.O. BOX 7129 BOISE, IDAHO 83707

June 18, 1986

Larry Rulien
State Highway Engineer
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Re: BRF-21-5(5)
Snake River Bridge
Olds Ferry - Ontario Highway

Dear Mr. Rulien:

On June 17, 1986 Laurence Browning, Contract Administration Supervisor; Richard A. Jobes, Bridge Design Engineer; and Dick Hedges, Asst. District 3 Engineer met with Mr. Bill Jacobsen, HE-1 Inspector from Oregon Department of Transportation to conduct a final inspection of the referenced project.

The structure appears to have been generally constructed within the scope of the plans and specifications. The lines, grade, and concrete finish work have a pleasing appearance. The only exception noted were cracking and spalling of cap and shear blocks in two locations, and we understand repair to the shear blocks will be made by Oregon Department of Transportation.

Final acceptance by the Idaho Transportation Department is noted as June 18, 1986 for this project.

Thank you for your cooperation in constructing this desirable structure.

Sincerely,

G. K. GREEN, P.E.
State Highway Administrator

GKG:LFB:mw

cc: Herbert Shaw, Project Engineer
802 East Idaho Avenue
Ontario, OR 97914

RECEIVED
STATE HWY ENGR
JUN 23 '86
REFER TO
Fredrickson-Hector
FOR
Info ✓

WES
TAA
cys
6/24

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:
CON 5
9867

DATE: May 29, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
LARRY RULIEN

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-21-5(5)

Contract 9867, Work Completed May 23, 1986
Project Snake River (Ontario Spur) Bridge
Highway Olds Ferry-Ontario
County Malheur, OR & Payette, ID

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 11, 1986

G. K. [illegible]
for Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
JUL 14 '86
REFER TO
Gene Niles
FOR
Info | Invest | R/D | D/R

BMW:11

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
MAY 29 1986
OREGON DIVISION

734-2023 (2-85)

Ringert, Clark, Harrington, Reid, Christenson & Kaufman
CHARTERED
LAWYERS

WILLIAM F. RINGERT
D. BLAIR CLARK
ANDREW M. HARRINGTON
JAMES G. REID
JEFFREY R. CHRISTENSON
JAMES P. KAUFMAN
MICHAEL J. GAFFNEY

SAMUEL KAUFMAN
OF COUNSEL

599 WEST BANNOCK STREET
P.O. BOX 2773
BOISE, IDAHO 83701

TELEPHONE (208) 342-4591

February 24, 1986

Ross Bros. Construction, Inc.
3501 Brooklane Road North
Salem, Oregon 97303

Re: B & B Concrete/Treasure Valley Rebar claim against
Ross Bros. Construction

Dear Gentlemen:

Pursuant to Mr. Gormsen's letter of February 12, 1986, enclosed herewith find two Assignment of Claim forms. The first assigns the sum of $22,922.63 to Western Coating, Inc. to satisfy their materialman's lien against the Snake River Bridge Project. The second Assignment of Claim is to B & B Concrete for the balance of $12,745.91, pursuant to my letter of February 6, 1986, a copy of which is enclosed herewith.

Would you please sign the enclosed Assignments and send the same to Safeco Insurance Co. for signature by the surety. If Safeco will then return these Assignment of Claim forms to this office, I will send them to Mr. Gormsen so that Western Coating, Inc. and B & B Concrete can be paid.

Yours very truly,

Jeffrey R. Christenson

JRC/bka
Enclosures
cc: Robert Gormsen
Idaho Department of Transportation
Safeco Insurance Co. of America
Herb Lombard, Attorney for Western Coating, Inc.
B & B Concrete
Treasure Valley Rebar

RECEIVED
FEB 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Ringert, Clark, Harrington, Reid, Christenson & Kaufman
CHARTERED
LAWYERS

WILLIAM F. RINGERT
D. BLAIR CLARK
ANDREW M. HARRINGTON
JAMES G. REID
JEFFREY R. CHRISTENSON
JAMES P. KAUFMAN
MICHAEL J. GAFFNEY

SAMUEL KAUFMAN
OF COUNSEL

[illegible] WEST BANNOCK STREET
P.O. BOX 2773
BOISE, IDAHO 83701

TELEPHONE (208) 342-4591

February 6, 1986

Robert W. Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: B & B Concrete and Treasure Valley Rebar claims against
Ross Bros. Construction

Dear Mr. Gormsen:

I am in receipt of Mr. Lombard's letter dated January 31, 1986. Consistent with our previous proposals set forth in my letter of January 24, 1986, we would direct you to pay Western Coating the sum of $22,922.63, which sum includes all costs, fees and interest, and remit the balance in the approximate sum of $12,745.91 to B & B Concrete. Treasure Valley Rebar will release it's lien on the Snake River Bridge job and arrange to pay B & B Concrete the balance in the approximate sum of $15,699.14.

Thank you.

Yours very truly,

Jeffrey R. Christenson

JRC/bka
cc: Ross Brothers Construction, Inc.
Idaho Department of Transportation
Safeco Insurance Co. of America
Herb Lombard, Attorney for Western Coating, Inc.
B & B Concrete
Treasure Valley Rebar

RECEIVED
FEB 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ASSIGNMENT OF CLAIM

Contract No.: 9867

FOR THE CONSIDERATION OF Twelve Thousand Seven Hundred Forty-five and 91/100 ($ 12,745.91) Dollars, to them paid, Ross Bros. Construction hereby sell, assign and transfer the within claim for materials and labor supplied for Contract No. 9867 in the sum of $12,745.91

to B & B Concrete and authorize and empower said B & B Concrete to act as agent for Ross Bros. Construction and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this ________ day of ______________, 19 86

Executed in the presence of us as witnesses:

____

______________________ CONTRACTOR

____

______________________ SURETY

734-1204(1-84)

ASSIGNMENT OF CLAIM

Contract No.: 9867

FOR THE CONSIDERATION OF Twenty-two Thousand Nine Hundred Twenty-two and 63/100 ($22,922.63) Dollars, to them paid, Ross Bros. Construction hereby sell, assign and transfer the within claim for the fabrication, coating and supplying of rebar for Contract No. 9867 in the sum of $22,922.63.

to Western Coating, Inc. and authorize and empower said Western Coating, Inc. to act as agent for Ross Bros. Construction and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this ________ day of ________________, 1986

Executed in the presence of us as witnesses:

______________________ CONTRACTOR ______________________

______________________ SURETY ______________________

734-1204(1-84)

9867

February 14, 1986

CON 5
#9867

Lombard, Gardner, Honsowetz,
Brewer & Schons
Attorneys at Law
P.O. Box 10332
Eugene, OR 97440

Attention: Herb Lombard

Re: Western Coating, Inc. v.
Davis, et al, dba
Treasure Valley Rebar
Contract No. 9867

This is in response to your letter of January 31, 1986.

Payments on Highway contracts are paid only to the prime highway contractor, which in this case is Ross Brothers.

The only exception would be an assignment of claim signed by the prime contractor and the surety directing that payment be made.

Robert W. Gormsen
COMMISSION SERVICES

LOMBARD, GARDNER, HONSOWETZ, BREWER & SCHONS
ATTORNEYS AT LAW

HERB LOMBARD, P.C.
JACK A. GARDNER, P.C.
F. WILLIAM HONSOWETZ, P.C.
DAVID BREWER, P.C.
LARRY H. SCHONS, P.C.

POST OFFICE BOX 10332
725 COUNTRY CLUB ROAD
EUGENE, OREGON 97440
(503) 687-9001

JEFFREY E. POTTER
ALLEN E. GARDNER
KURTIS M. LOMBARD
JOHN MARK MILLS

January 31, 1986

9867

Robert W. Gormsen
Commissioner Services
121 Transportation Building
Salem, Oregon 97310

Re: Western Coating, Inc. v. Davis, et al,
dba Treasure Valley Rebar

The letter dated January 24, 1986 from the attorneys representing B & B Concrete and Treasure Valley Rebar directs payment be made directly to our client, Western Coating, Inc., of the principal amount of $21,396.73 which is now owing. The judgment which has been entered in the Circuit Court, Lane County, Oregon, is for the total amount of $21,396.73 plus interest from designated dates, together with attorney's fees in the amount of $1,374.00 and Court costs in the amount of $151.90. A copy of the Default Judgment is enclosed for your reference.

We would like to be advised if there is to be any delay in the payment of this amount to our client.

Yours truly,

Herb Lombard

HERB LOMBARD

HL:bjs

Enclosure

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, Oregon 97303

Safeco Insurance Company of America (Bond No. 4370290)
4101 S. W. Kruse Way
Lake Oswego, Oregon 97034 Attn: Mike McCloud

Safeco Insurance Company of America
Safeco Plaza
Seattle, Washington 98185 Attn: ~~Steve Oswald~~

Jeffrey R. Christenson, Esq.
P. O. Box 2773
Boise, Idaho 83701

Western Coating, Inc.

RECEIVED
FEB - 6 1986
COMMISSIONER SERVICES

ATTORNEYS AT LAW
725 COUNTRY CLUB ROAD, P.O. BOX 10332
EUGENE, OREGON 97440
(503) 687-9001

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LANE

WESTERN COATING, INC.,
Plaintiff,

vs.

JERRY DAVIS, HARRY DAVIS and
JUDY DAVIS, dba TREASURE
VALLEY REBAR,
Defendants.

Case No. 16-85-08199

DEFAULT JUDGMENT

THIS MATTER coming on to be heard before the above-entitled Court on the 10th day of ~~December~~ January, 198~~5~~6 (/s/ GJW), and the Court being advised in the premises, and finding that Defendants Jerry Davis and Judy Davis are in default herein, said default having heretofore been entered of record, now, therefore,

IT IS ORDERED, ADJUDGED AND DECREED that Plaintiff have Judgment against Defendants Jerry Davis and Judy Davis, and each of them, as follows:

1) For the sum of $8,886.58, plus 9% interest from June 4, 1985 until paid;

2) For the sum of $12,147.81, plus 9% interest from June 4, 1985 until paid;

3) For the sum of $362.35, plus 9% interest from August 5, 1985 until paid;

4) For Plaintiff's reasonable attorney fees as established by the Court as $ 1,374.00 ; and

. . .

. . .

RECEIVED
FEB - 6 1986

CERTIFIED TO BE A TRUE COPY
BY:

5) For Plaintiff's costs and disbursements herein incurred taxed at $151.90.

DATED: January 10, 1986.

/s/ George J. Woodrich
CIRCUIT JUDGE

RECEIVED
FEB -6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

February 12, 1986

CON 5
#9867

Ringert, Clark, Harrington,
Reid, Christenson & Kaufman
Lawyers
P.O. Box 2773
Boise, Idaho 83701

Attn: Jeffrey R. Christenson

This is in response to your letters of January 24 and February 6 concerning claims previously filed and your request for disbursement of funds.

No disbursement of funds on highway contracts are made, except to the prime contractor. However, one exception, is an Assignment of Claim. This form must be signed by the surety and the prime contractor.

We are attaching a blank Assignment form for your use. If you have any questions, please call Jack Sollis, Chief Counsel, at 378-4259.

Robert W. Gormsen
COMMISSION SERVICES

Attachment

bc: Jack Sollis
FKN:jk

NOTED ON CARD
2-12-86 JK

Ringert, Clark, Harrington, Reid, Christenson & Kaufman
CHARTERED
LAWYERS

WILLIAM F. RINGERT
D. BLAIR CLARK
ANDREW M. HARRINGTON
JAMES G. REID
JEFFREY R. CHRISTENSON
JAMES P. KAUFMAN
MICHAEL J. GAFFNEY

SAMUEL KAUFMAN
OF COUNSEL

599 WEST BANNOCK STREET
P.O. BOX 2773
BOISE, IDAHO 83701

TELEPHONE (208) 342-4591

January 24, 1986

Robert W. Gormsen
Commissioner Services
121 Transportation Building
Salem, Oregon 97310

CERTIFIED MAIL

Re: B & B Concrete and Treasure Valley Rebar claims against
Ross Bros. Construction

Dear Mr. Gormsen:

This office represents B & B Concrete, P.O. Box 3475, Boise, Idaho and Treasure Valley Rebar, 2212 N.W. 10th, Meridian, Idaho. Both of these companies have filed bond claims as suppliers of labor and/or materials on a contract known as:

> Snake River Bridge (Ontario Spur), Section of the Olds Ferry - Ontario Highway, in Malheur and Payette Counties, Contract No. 9867.

My clients have advised me that payment is being held up because Western Coating has filed a lien in the sum of $21,396.73 on the Snake River Bridge job.

I am writing on behalf of both of my clients, who have each authorized me to make the following proposal. We would direct you to pay Western Coating the sum of $21,396.73 in full satisfaction of their lien. Thereafter, my clients would each direct you to pay the balance of $14,271.81 to B & B Concrete. Thereafter, Treasure Valley Rebar will release its lien on the Snake River Bridge job and arrange to pay B & B Concrete the balance in the approximate sum of $14,173.24.

Since Treasure Valley Rebar and B & B Concrete have agreed to settle up between themselves once B & B Concrete receives the sum of $14,271.81, as aforesaid, we hope you will have no objection to our proposed resolution of this problem.

Thank you.

Yours very truly,

Jeffrey R. Christenson

JRC/bka
cc: Ross Brothers Construction, Inc.
Idaho Department of Transportation
Safeco Insurance Co. of America
Herb Lombard, Attorney for Western Coating, Inc.
B & B Concrete
Treasure Valley Rebar

RECEIVED
JAN 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Ringert, Clark, Harrington, Reid, Christenson & Kaufman
CHARTERED
LAWYERS

WILLIAM F. RINGERT
D. BLAIR CLARK
ANDREW M. HARRINGTON
JAMES G. REID
JEFFREY R. CHRISTENSON
JAMES P. KAUFMAN
MICHAEL J. GAFFNEY

SAMUEL KAUFMAN
OF COUNSEL

599 WEST BANNOCK STREET
P.O. BOX 2773
BOISE, IDAHO 83701

TELEPHONE (208) 342-4591

February 6, 1986

Robert W. Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: B & B Concrete and Treasure Valley Rebar claims against
Ross Bros. Construction

Dear Mr. Gormsen:

I am in receipt of Mr. Lombard's letter dated January 31, 1986. Consistent with our previous proposals set forth in my letter of January 24, 1986, we would direct you to pay Western Coating the sum of $22,922.63, which sum includes all costs, fees and interest, and remit the balance in the approximate sum of $12,745.91 to B & B Concrete. Treasure Valley Rebar will release it's lien on the Snake River Bridge job and arrange to pay B & B Concrete the balance in the approximate sum of $15,699.14.

Thank you.

Yours very truly,

Jeffrey R. Christenson

JRC/bka
cc: Ross Brothers Construction, Inc.
Idaho Department of Transportation
Safeco Insurance Co. of America
Herb Lombard, Attorney for Western Coating, Inc.
B & B Concrete
Treasure Valley Rebar

RECEIVED
FEB 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0039

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 27 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 22, 1986

CON 5 IN REPLY REFER TO FILE NO.:
#9867

Ringert, Clark, Harrington,
Reid, Christenson & Kaufman
Lawyers
P.O. Box 2773
Boise, ID 83701

Attention: Jeffrey R. Christenson

We have received your letter dated December 16, 1985, on behalf of B & B Concrete filing a claim against the following Highway Division contract:

FILED BY:	B & B Concrete
AMOUNT:	$28,445.05 including all credits
FOR:	Labor and materials
AGAINST (Prime contractor)	Ross Bros. Construction, Inc.
CONTRACT NO.:	9867
PROJECT:	Snake River (Ontario Spur) Bridge, Olds Ferry-Ontario Highway
SURETY:	Safeco Insurance Company of America
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

INAL SIGNED
ERT W. GORMS
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
PR 1 6

Ringert, Clark, Harrington, Reid, Christenson & Kaufman
CHARTERED
LAWYERS

WILLIAM F. RINGERT
D. BLAIR CLARK
ANDREW M. HARRINGTON
JAMES G. REID
JEFFREY R. CHRISTENSON
JAMES P. KAUFMAN
MICHAEL J. GAFFNEY

SAMUEL KAUFMAN
OF COUNSEL

599 WEST BANNOCK STREET
P.O. BOX 2773
BOISE, IDAHO 83701

TELEPHONE (208) 342-4591

December 16, 1985

Robert W. Gormsen
Commissioner Services
121 Transportation Building
Salem, Oregon 97310

CERTIFIED MAIL

Re: B & B Concrete claim against Ross Bros. Construction

This office represents B & B Concrete, P.O. Box 3475, Boise, Idaho 83703, which is a supplier of labor and materials on a contract known as:

> Snake River Bridge (Ontario Spur), Section of the Olds Ferry - Ontario Highway, in Malheur and Payette Counties, Contract No. 9867.

The prime contract of this project is Ross Bros. Construction, Inc. B & B Concrete contracted with Ross Bros. Construction for materials and labor relative to the installation of rebar for this contract. The date on which B & B Concrete performed the last of the labor or furnished or supplied the last of the materials for which this claim is made was September 19, 1985.

Of the total billings for the products and services as delivered in the amount of $62,748.04, B & B Concrete has received payment in the sum of $34,302.99, leaving a balance now owing of $28,445.05 including all credits.

Notice of claim is hereby tendered for payment under the bond now in place on this project. Our understanding is that the bond was issued by Safeco Insurance Company of America as Bond No. 4370290. This claim does not include the sum of $7,223.49 claimed by Treasure Valley Rebar in their letter dated November 21, 1985, relative to this project.

A copy of this notice of claim is being provided to Ross Bros. Construction, Inc., the Idaho Department of Transportation, and Safeco Insurance Company of America.

RINGERT, CLARK, HARRINGTON, REID,
CHRISTENSON & KAUFMAN, CHARTERED

By
Jeffrey R. Christenson
Attorneys for B & B Concrete

B & B CONCRETE

By
Ben Rojas, Proprietor

RECEIVED
1985
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

December 11, 1985

COM 5
#9867

Carney, Buckley, Kassmeyer & Hays
Attorneys at Law
1618 S. W. First Avenue
Portland, OR 97201

Attention: Stephen H. Buckley

Thank you for your letter dated November 26, 1985, on behalf of Trustees for the Northwest Ironworkers Trust Fund, informing us that they are withdrawing their claim dated September 25, 1985.

This was in reference to the Ross Bros. Construction, Inc. Contract No. 9867 for the Snake River (Ontario Spur) Bridge of the Olds Ferry-Ontario Highway in Malheur County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State:
Claim filed 10-8-85; #CL1985-0163

bbc: Bryant Jackmond

FKN/mab

NOTED ON CARD
12/11/85
mb

CARNEY, BUCKLEY, KASAMEYER & HAYS
ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S.W. FIRST AVENUE
PORTLAND, OREGON 97201

TELEPHONE (503) 221-0611

RICHARD R. CARNEY
JEROME B. BUCKLEY, JR.
JAMES W. KASAMEYER
PAUL C. HAYS
LINDA J. LARKIN
STEPHEN H. BUCKLEY
CHARLES D. BESHEARS
JAMES O. MARSH

November 26, 1985

Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Snake River (Ontario Spur) Bridge, Contract No. 9867

Dear Mr. Gormsen:

I represent the Trustees for the Northwest Ironworkers Trust Fund who filed a Notice of Claim on the above captioned public works project on or about September 25, 1985. This letter is to notify you that my client is withdrawing our Notice of Claim. If I can provide you with any additional information, please contact me.

Very truly yours,

Stephen H. Buckley

SHB:jh

cc: Mark Wiese
Ben Rojas
Keith Scott

RECEIVED
NOV 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0234

FILED
DEC 12 1985
BARBARA ROBERTS
SECRETARY OF STATE

9867

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 10, 1985

In Reply Refer to File No.: CON 5 #9867

Ringert, Clark, Harrington, Reid,
Christenson & Kaufman, Chartered
Lawyers
P. O. Box 2773
Boise, ID 83701

Atten: Jeffrey R. Christenson

We have received your November 21, 1985 letter, on behalf of Treasure Valley Rebar, filing a claim against the following Highway Division contract:

FILED BY: Treasure Valley Rebar

AMOUNT: $7,223.49 including all credits

FOR: Materials and labor

AGAINST (Prime Contractor): Ross Bros. Construction, Inc.

SUBCONTRACTOR: B & B Concrete

CONTRACT NO.: 9867

PROJECT: Snake River (Ontario Spur) Bridge, Olds Ferry-Ontario Highway, Malheur County

SURETY: Safeco Insurance Co. of America

AGENT: Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD
3-3-86 cc

Ringert, Clark, Harrington, Reid, Christenson & Kaufman
CHARTERED
LAWYERS

WILLIAM F. RINGERT
D. BLAIR CLARK
ANDREW M. HARRINGTON
JAMES G. REID
JEFFREY R. CHRISTENSON
JAMES P. KAUFMAN
MICHAEL J. GAFFNEY
SAMUEL KAUFMAN
OF COUNSEL

500 WEST BANNOCK STREET
P.O. BOX 2773
BOISE, IDAHO 83701
TELEPHONE (208) 342-4591

November 21, 1985

Robert W. Gormsen
Commissioner Services
121 Transportation Building
Salem, Oregon 97310

CERTIFIED MAIL

Re: Treasure Valley Rebar claim against B & B Concrete

This office represents Treasure Valley Rebar, of 212 N.W. 10th, Meridian, Idaho 83642, which is a supplier of labor and materials on a contract known as:

> Snake River Bridge (Ontario Spur), Section of the Olds Ferry - Ontario Highway, in Malheur and Payette Counties, Contract No. 9867.

The prime contract of this project is Ross Bros. Construction, Inc. A subcontractor known as B & B Concrete, 5862 Roe Street, Boise, Idaho 83703, contracted with Treasure Valley Rebar for materials and labor relative to the fabrication of rebar for this contract. The date on which such claim and performed the last of the labor or furnished or supplied the last of the materials for which this claim is made was September 18, 1985.

Of the total billings for the products and services as delivered in the amount of $119,937.79. Treasure Valley Rebar has received payment in the sum of $112,198.02, leaving a balance now owing of $7,223.49 including all credits.

Notice of claim is hereby tendered for payment under the bond now in place on this project. Our understanding is that the bond was issued by Safeco Insurance Company of America as Bond No. 4370290.

A copy of this notice of claim is being provided to B & B Concrete, Ross Bros. Construction, Inc., the Idaho Department of Transportation, and Safeco Insurance Company of America.

RINGERT, CLARK, HARRINGTON, REID,
CHRISTENSON & KAUFMAN, CHARTERED

By________________________
Jeffrey R. Christenson
Attorneys for Treasure
Valley Rebar

TREASURE VALLEY REBAR

By Henry G Davis
Henry G. Davis, Proprietor

RECEIVED
NOV 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0222
9867

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 20, 1985

Lombard, Gardner, Honsowetz,
Brewer & Schons
Attorneys at Law
P.O. Box 10332
Eugene, OR 97440

IN REPLY REFER TO FILE NO.: CON 5
#9867

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attention: Herb Lombard

This will acknowledge your letter of November 7, 1985, on behalf of Western Coating, Inc., filing a claim against the following Highway Division contract:

FILED BY:	Western Coating, Inc.
AMOUNT:	$21,396.73
FOR:	Labor and materials
AGAINST (Prime contractor):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Treasure Valley Rebar
CONTRACT NO.:	9867
PROJECT:	Snake River (Ontario Spur) Bridge Section, Olds Ferry-Ontario Highway, Malheur County
SURETY:	Safeco Insurance Company of America
AGENT:	Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
2-18-86 cc

[illegible]

LOMBARD, GARDNER, HONSOWETZ, BREWER & SCHONS
ATTORNEYS AT LAW

HERB LOMBARD, P.C.
JACK A. GARDNER, P.C.
F. WILLIAM HONSOWETZ, P.C.
DAVID BREWER, P.C.
LARRY H. SCHONS, P.C.

725 COUNTRY CLUB ROAD
P.O. BOX 10332
EUGENE, OREGON 97440
(503) 687-9001

JEFFREY E. POTTER, P.C.
ALLEN E. GARDNER, P.C.
KURTIS M. LOMBARD
JOHN MARK MILLS

RECEIVED
NOV 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 7, 1985

Robert W. Gormsen
Commissioner Services
121 Transportation Building
Salem, Oregon 97310

Re: Western Coating, Inc. v. Jerry Davis, et al

This office represents Western Coating, Inc. of 90542 Highway 99 North, Eugene, Oregon, which is a supplier of labor and materials on contract known as:

> Snake River Bridge (Ontario Spur), Section of the Olds Ferry - Ontario Highway, in Malheur and Payette Counties, Contract No. 9867.

The prime contractor of this project is Ross Bros. Construction, Inc. A subcontractor known as Treasure Valley Rebar of 212 N. W. 10th, Meridian, Idaho 83642, contracted with Western Coating, Inc. for the fabrication, coating and supplying of rebar for this contract. Delivery and billing dates were as follows:

4-4-85	Invoice No. 5327	$12,147.81
6-4-85	Invoice No. 5328	8,886.58
8-5-85	Invoice No. 5562	362.35
		$21,396.73

Of the total billings for the products as delivered in the amount of $21,396.73, Western Coating, Inc. has received no payments, leaving a balance now owing of $21,396.73.

Notice of claim is hereby tendered for payment under the bond now in place on this project. Our understanding is that the bond was issued by Safeco Insurance Company of America as Bond No. 4370290.

A copy of this notice of claim is being provided to Treasure Valley Rebar; Ross Bros. Construction, Inc.; and Safeco Insurance Company of America.

LOMBARD, GARDNER, HONSOWETZ,
BREWER & SCHONS

By Herb Lombard
HERB LOMBARD

HL:bjs

WESTERN COATING, INC.

By Hal Reed
HAL REED, Vice President

9867 CL 1985-0163

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 8 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 30, 1985

Carney, Buckley, Kasameyer & Hays
Attorneys at Law
410 Riviera Plaza
1618 S.W. First Avenue
Portland, OR 97201

COK 5
#9867

IN REPLY REFER TO
FILE NO.:

Attn: Stephen M. Buckley

This will acknowledge your letter of September 25, 1985, with attached Notice of Claim, on behalf of the Trustees for the Northwest Ironworkers Trust Funds concerning the following Highway Division contract:

FILED BY:	Northwest Ironworkers Trust Funds
AMOUNT:	$7,750.00 together with liquidated damages totaling $930.00, interest until paid, and attorney fees
FOR:	Fringe benefit contributions due them on behalf of employees of B & B Concrete, Inc. subcontractor
AGAINST (Prime contractor)	Ross Bros. Construction, Inc.
CONTRACT NO.:	9867
PROJECT:	Snake River (Ontario Spur) Bridge, Olds Ferry-Ontario Highway, Malheur County
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert W. Lagler

NOTED ON CARD
11-12-85 ac

COPY

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CARNEY, BUCKLEY, KASAMEYER & HAYS
ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S.W. FIRST AVENUE
PORTLAND, OREGON 97201

TELEPHONE (503) 221-0611

RICHARD R. CARNEY
JEROME B. BUCKLEY, JR.
JAMES W. KASAMEYER
PAUL C. HAYS
LINDA J. LARKIN
STEPHEN H. BUCKLEY
CHARLES D. BESHEARS
JAMES O. MARSH

September 25, 1985

Mr. Robert Gromsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

Re: Snake River (Ontario Spur) Bridge; Contract No. 9867

Dear Mr. Gromsen:

I represent the Trustees for the Northwest Ironworkers Trust Funds. Enclosed you will find a Notice of Claim I am making against Bond No. 4370290 on the above captioned project for delinquent fringe benefit contributions and related charges due and owing by a subcontractor, B & B Concrete, Inc. If I can supply you with any additional information concerning the Notice of Claim, please contact me.

Very truly yours,

Stephen H. Buckley

SHB:chd
Enclosure
cc: Keith Scott, Registered Agent, Safeco
Insurance Company of America - w/enc.
Ray K. Ross, Registered Agent, Ross Bros.
Construction Co. - w/enc.
Ben Royas, President, B & B Concrete, Inc. - w/enc.
Secretary of State - w/enc.

P 071 065 060

RECEIVED
SEP 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM ON PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN that the Trustees for the Northwest Ironworkers Retirement Trust, Northwest Ironworkers-Employers Vacation Trust, Northwest Ironworkers Health and Security Trust and the Oregon-SW Washington Ironworkers Joint Apprenticeship and Training Trust (hereinafter Ironworkers Trust Funds) have a claim for fringe benefit contributions due them on behalf of the employees of B & B Concrete, Inc. working under the jurisdiction of the International Association of Bridge, Structural and Ornamental Iron Workers, Local No. 29, in the sum of $7,750.00, together with liquidated damages in the sum of $930.00, together with interest on the delinquent contributions at the rate of 18% per annum from the date each contribution was due until paid, together with a reasonable attorney fee, against Bond No. 4370290, on which Safeco Insurance Company is the surety, Ross Bros. Construction, Inc. is the general contractor, and the State of Oregon is the owner of the project known as the Snake River (Ontario Spur) Bridge, Contract No. 9867.

DATED: September 25, 1985

CARNEY, BUCKLEY, KASAMEYER & HAYS

By: ____________________
Stephen H. Buckley
Attorney and Agent for the
Trustees of the Ironworkers
Trust Funds

RECEIVED
SEP 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE COPY

cc. OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 4	COUNTY Malheur	DIVISION Oregon

IN COMPANY WITH
B. Hatcher, Project Manager; B. Jacobsen, Project Inspector; OSHD

DATE OF INSPECTION July 17, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. BRF-21-5(5)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 79 %	WORK COMPLETED 79 %

RECEIVED
STATE HWY ENGR
JUL 30 '85
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

cy 7/31

SNAKE RIVER (ONTARIO SPUR) BRIDGE SECTION
OLDS FERRY - ONTARIO HIGHWAY
Grading, Paving, Structures

WORK COMPLETED

The deck is approximately 60 percent complete.

WORK IN PROGRESS

Hauling riprap at Bent No. 1.

Bridge Crew - Working on closure pour forms between crossbeams.
Placing parapet wall forms.
Forming for deck in westerly spans 1 & 2.
Placing reinforcement steel.

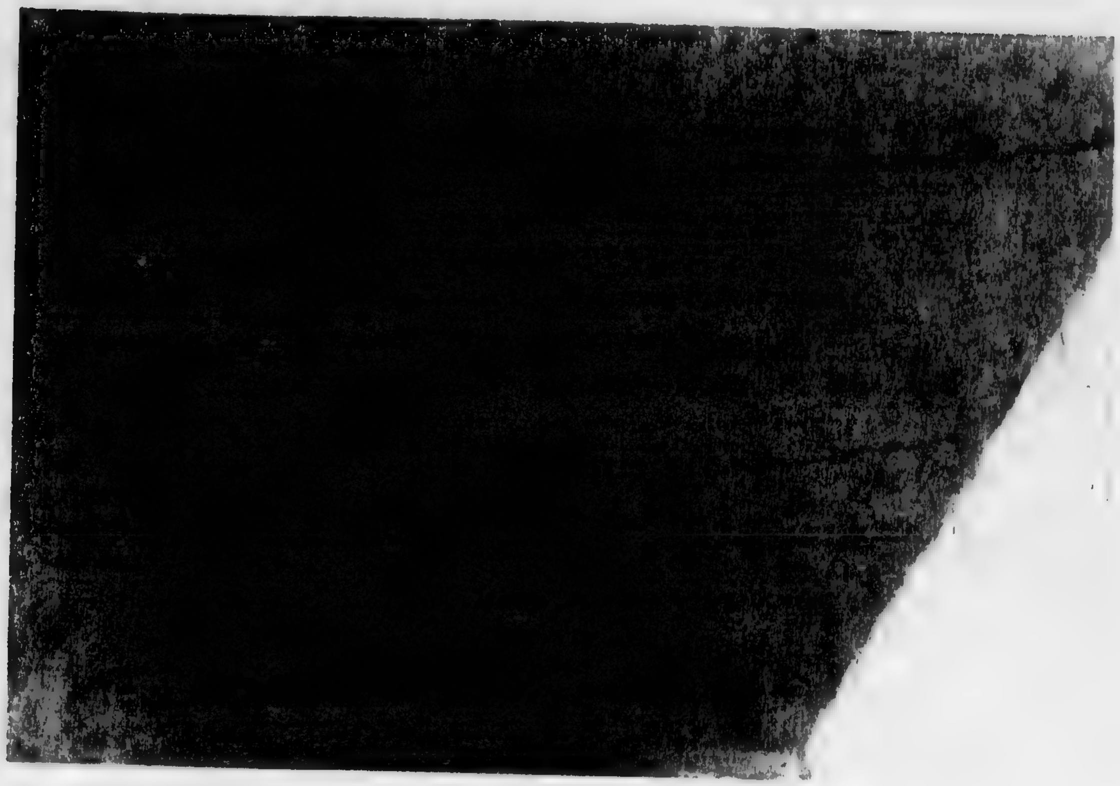
NOTED
W. E. SCHWARTZ

COMMENTS:

The deck pours made to date are progressing well. The first several deck pours were made using a water & plastic membrane cure. Some shrinkage cracks have occurred in these pours (see photo on following page). The cure for later pours has been a straight water cure. No cracking has been observed on those deck pours where only a straight water cure has been used. The remainder of the deck pours will be cured using only water. The deck is scheduled to receive a membrane surfacing as part of the project and it may not be necessary to seal these cracks. The cracks could be sealed if necessary, any time prior to placing the deck seal. The State is currently reviewing this matter.

(Continued)

Form **FHWA-1446A**
(Rev. 2-84)



Underside of deck in Span 9. Curing water has leaked thru the shrinkage cracks in this span.

Price Agreement No. 3 provides for changing the specific gravity of the riprap from 2.50 to 2.41. None of the local materials meet the 2.50 figure but do meet the proposed 2.41 requirement. Other agencies which use the local materials were contacted and they reported good success using these materials for riprap. This change does not materially affect the riprap design for the project. This price agreement is at no cost.

- DBC -

Re: Cont # 9867
HP

ASC PACIFIC, INC.

2141 Milwaukee Way • Tacoma, Washington 98421 • TLX 32-7467 • Telephone 206/383-4955

MATERIALMAN'S NOTICE TO OWNER OR MORTGAGEE

TO:
State of Oregon-Dept. of Transportation
Transportation Building
Salem, Or

YOU ARE HEREBY NOTIFIED that the undersigned has commenced to deliver materials and supplies for use upon that certain building or structure consisting of 3W36 20GA decking 61.5585/SQ situated upon land in the Ref. Inv. #3015938 Washington County, State of Oregon, which is known as or described as follows:

Snake River Bridge
from Ontario Oregon to Payette, ID

That said materials and supplies are being furnished at the request of North Star Ind. 4035 NE Sandy Blvd. who is ordering the same as your contractor or agent. That a lien may be claimed by the undersigned for all materials and supplies furnished by the undersigned for use thereon. That the first of such materials and supplies were furnished and delivered bu the undersigned on the 29 day of May, 19 85.

GIVEN this 31 day of May, 19 85.

Very truly yours,

ASC PACIFIC, INC.

Tanya Brady
Credit Manager

CE ___ CAE ___ RECEIVED LS ___ TC ___
COE ___ OM ___
OE ___ SA ___ CC ___
CA ___ JUN 10 1985 FE ___ CP ___
CAM ___ CONSTRUCTION FQC ___
CEO ___ SECTION QC3 ___
FILE ___

RECEIVED
JUN 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

#36

jc

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Malheur	DIVISION Oregon

IN COMPANY WITH: B. Hatcher, Project Manager, OSHD

DATE OF INSPECTION May 9, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. BRF-21-5(5)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 57 %	WORK COMPLETED 72 %

RECEIVED
TAT HWY ENGR
JUN 10 '85
REFER TO
Fredrickson

NOTED
W. E. SCHWARTZ
cy
6/11

SNAKE RIVER (ONTARIO SPUR) BRIDGE SECTION
OLDS FERRY - ONTARIO HIGHWAY
Grading, Paving, Structures

Work Completed

All beams are set.
Deck forms partially complete - Spans 6, 7 & 8.

Work in Progress

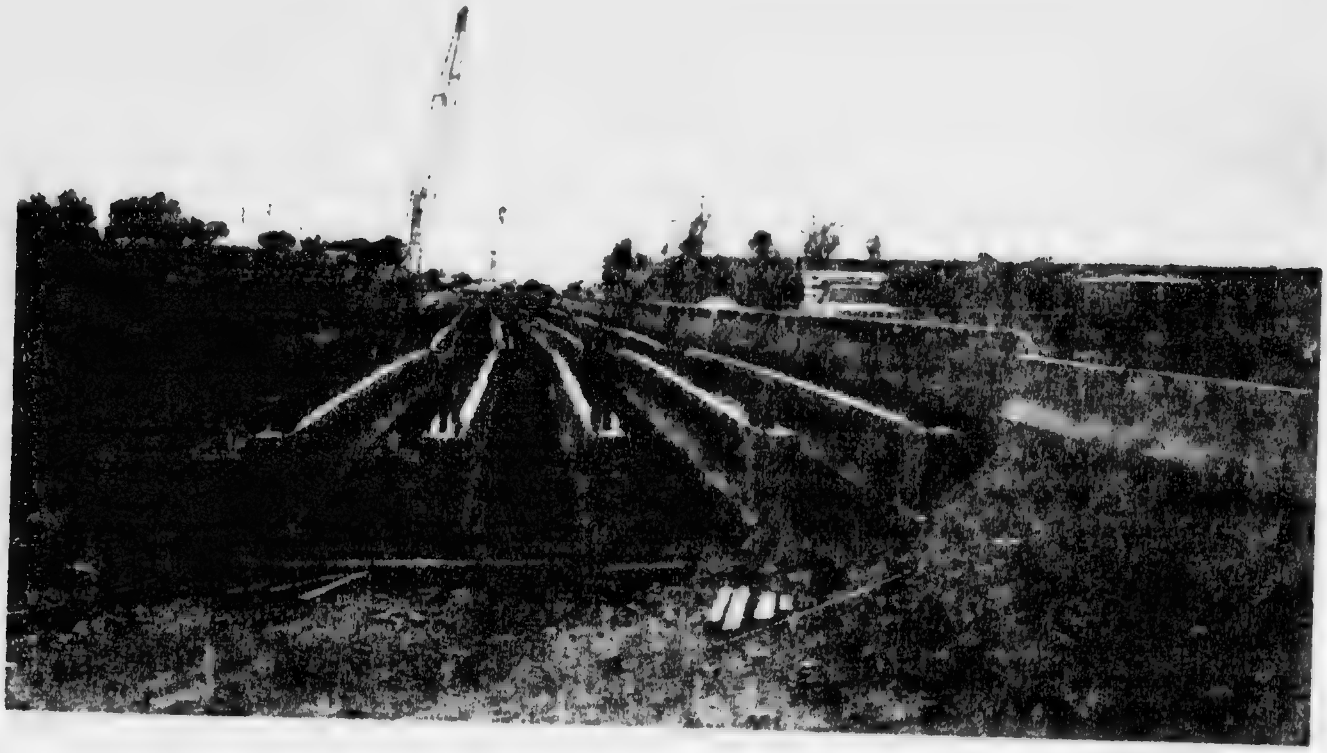
The contractor was setting form brackets in Span 4 and placing reinforcement steel for deck in Span 8.

Comments

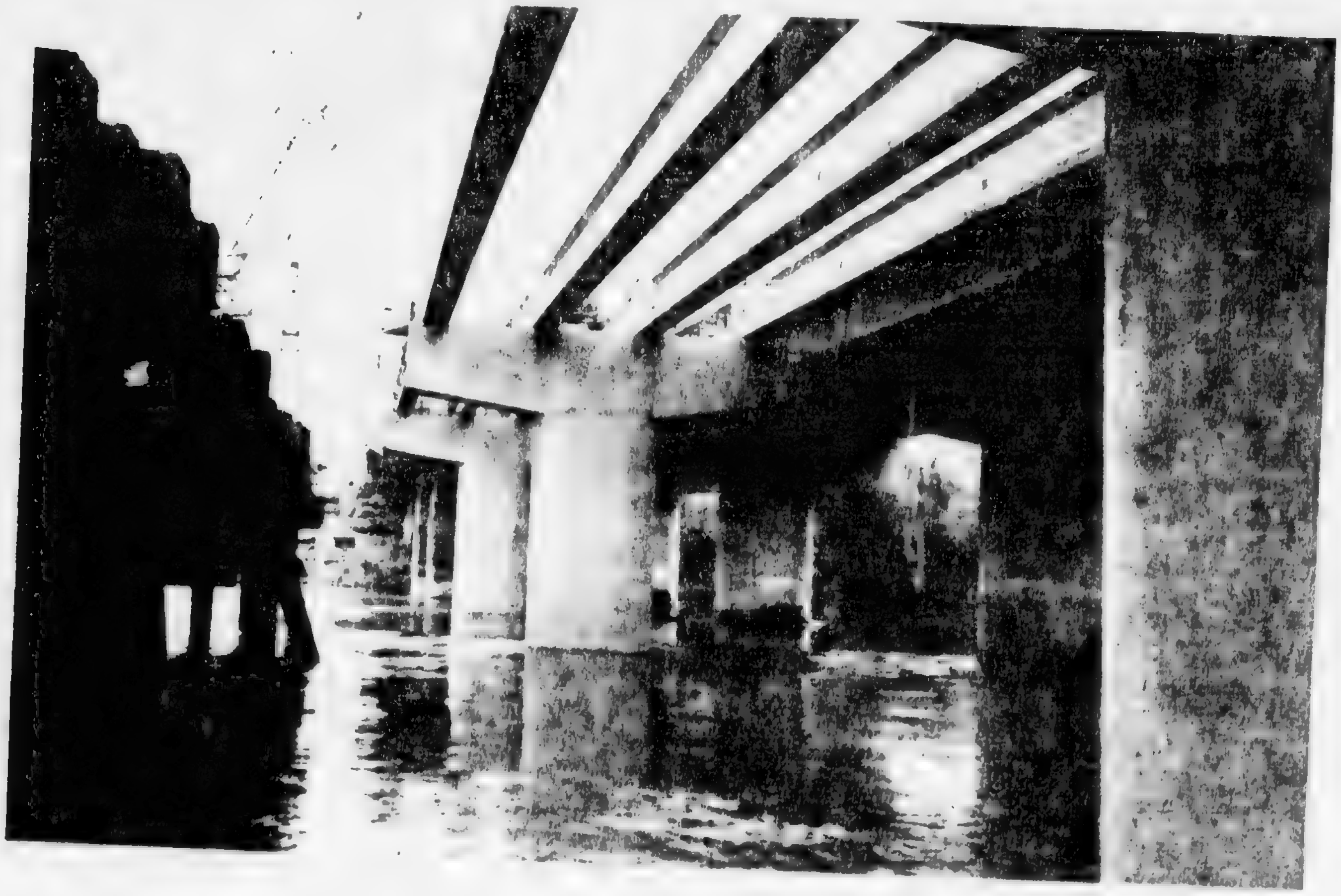
This project is progressing in a very satisfactory manner and should be completed well within the allotted contract time.

A price agreement will be issued to change the maximum size aggregate for the deck concrete from 1½" to 3/4". This change has been requested by the lab as a result of their testing with various aggregate proposed for use in the deck concrete. The 1½" maximum size aggregate is usually specified for deck concrete to provide for greater durability. However, this structure will have a waterproof membrane on the deck and so the concrete deck will not be subject to direct tire action. I gave tentative approval to this contract change.

(Continued)



#1. Looking east. Span No. 1A has five beams instead of the four beams in the other spans.



#2. Substructure, looking east.

STATE COPY

RECEIVED
STATE HWY ENGR
APR 22 '85
REFER TO Fredrickson
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

4/23

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Malheur	DIVISION Oregon

IN COMPANY WITH
Bill Jacobson, Bridge Inspector; Kamal Kamadoli, Glenn Abernathy, OSHD

DATE OF INSPECTION 4-2-85	INSPECTION MADE BY Robert E. Burkhardt Robert E. Burkhardt, Asst Bridge Engineer	PROJECT NO. BRF-21-5(5)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 47 %	WORK COMPLETED 50 %

SNAKE RIVER (ONTARIO) SPUR) BRIDGE
OLDS FERRY-ONTARIO HIGHWAY
Grading, Paving, and Structure

This project involves the removal of the old westbound structure and construction of a 887 foot westbound structure alongside the existing eastbound structure spanning the Snake River. The eastbound structure was constructed under a separate contract.

Span lengths of each structure will match and consist of nine spans of Type IV prestressed beams. Traffic has been diverted to the existing two-lane structure and the old westbound structure has been removed.

The eastbound and westbound structures will together accomodate four lanes of traffic with 8' shoulders, 5'1½" sidewalk, and a 4' median.

The project was inspected to evaluate the progress of work and review work completed and work going on.

Work Completed

Pier 1 crossbeam is poured.
Pier 2 crossbeam is formed and reinforcing steel tied.
Pier 3 seal is poured, footing formed, and reinforcing steel tied.
Piers 4, 5, 6, 7, and 8 crossbeams are poured.
Bent 2 cap is poured.
Precast beams for span 8 were placed on March 27 from 7:00 PM to 8:45 PM from existing structure.

Work in Progress

At the time of this inspection, Pier 3's footing was being poured.

(Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used)

A Challenge Pumping truck was set up on the work bridge adjacent to the pier. Footing reinforcement was checked prior to the pour and found to be according to plan. The contractor was also driving piles to extend his work bridge to Pier 4 (See fig. 2).

Comments

An old caisson in the river prohibited Pier 3's cofferdam from being constructed at plan location. Column reinforcement and piles were placed according to plan but the cofferdam and footing were moved approximately one foot east (see fig 1). The State's field personnel felt they could not justify the extra cost of removing the caisson. The Bridge Design should have been notified of the proposed change in order to evaluate the increase in footing stress.

Some Class 4,500 psi concrete has been poured in place of Class 3,300 psi concrete. The Class 4,500 has not come up to strength within 28 days; 4,500 psi strengths are being attained between 28 and 60 days. Ashgrove West cement from Durkee is being used. According to Western Testing in Boise, the cement at this plant may be ground coarser. The Materials Lab in Salem feels the mixes may have too much sand and will be running new trial batches.

#########

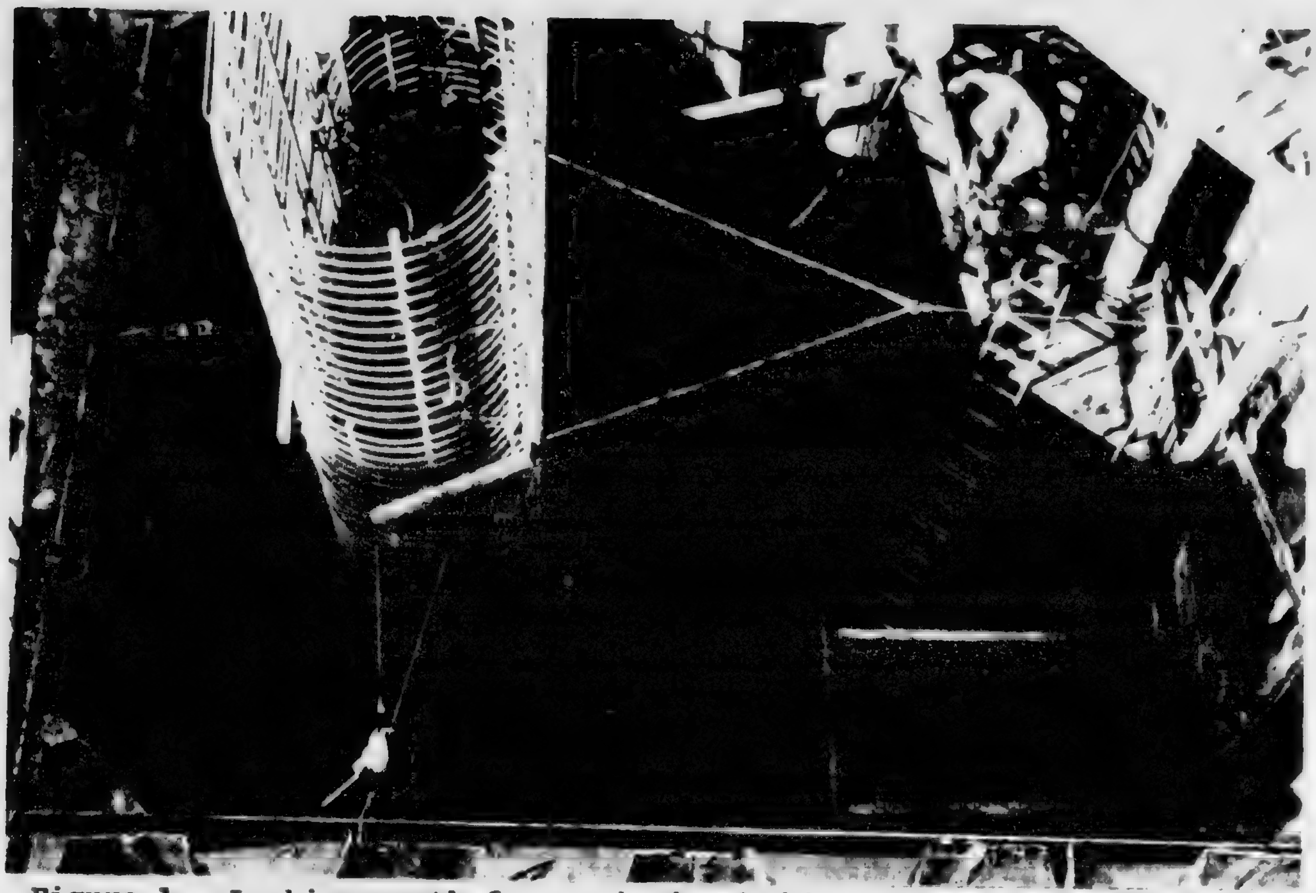


Figure 1 - Looking north from existing bridge at Pier 3 footing

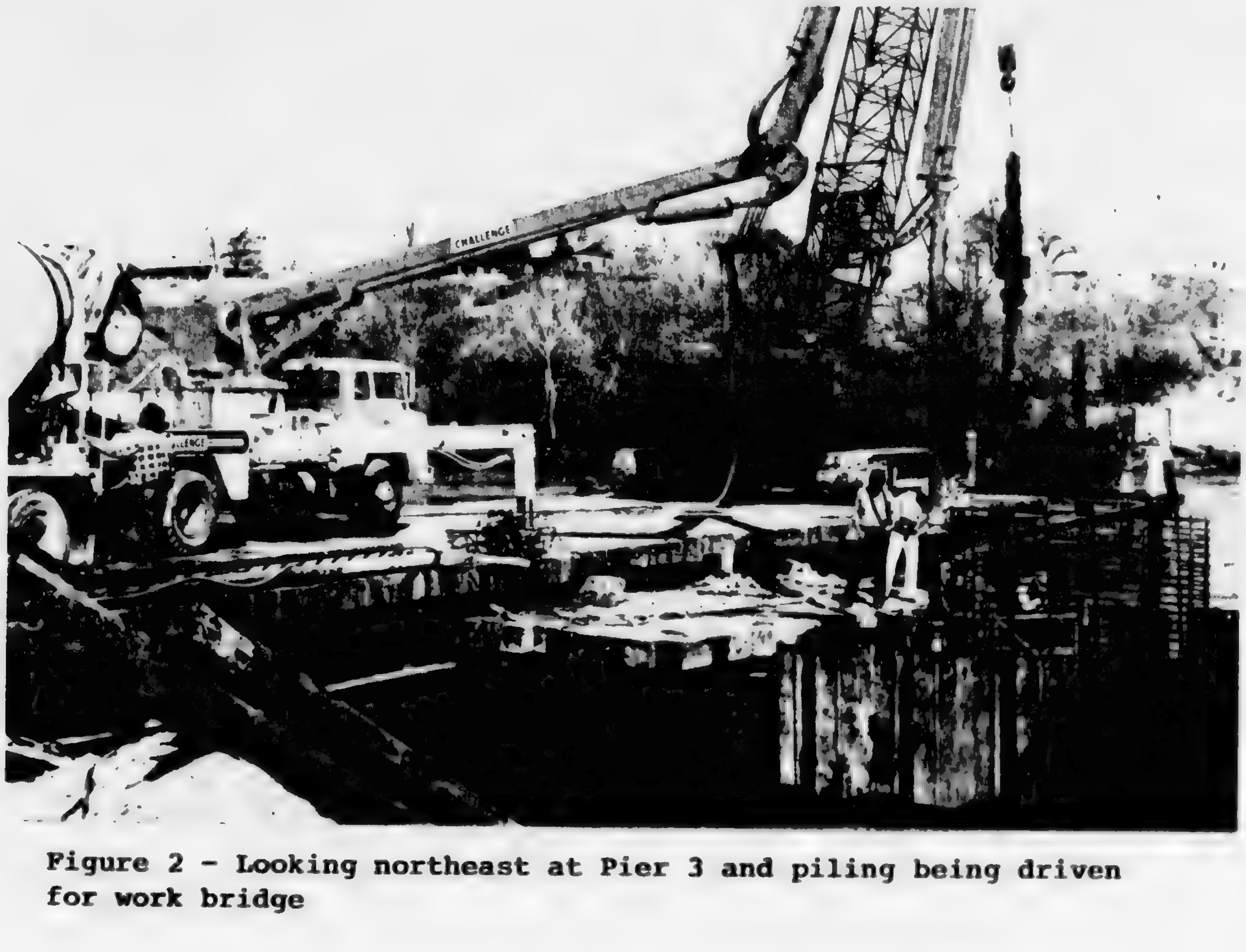


Figure 2 - Looking northeast at Pier 3 and piling being driven for work bridge

9267

STATE COPY

TO BE COMPLETED BY FHWA 10-60	US Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 10-5-84	STATE Oregon COUNTY Malheur PROJECT NO. BRF-21-6(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, Snake River (Ontario Spur) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-84	0.382

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT $ 1,393,296.00	FEDERAL FUNDS $ 1,114,636.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
xxxFor: W.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator OCT 5 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 23, 1984

Federal Aid Project No. BRF-21-5(5)

Snake River (Ontario Spur) Bridge Section
Olds Ferry-Ontario Highway
Malheur County-Oregon
Payette County-Idaho

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway, Oregon (Sta. 42+00 to Sta. 47+69.84)

Removal of Structures and Obstructions	Lump Sum	(50%)	Lump Sum	$ 3,717.50
General Excavation	Cu. Yd.	185	5.00	925.00
Toe Trench Excavation	Cu. Yd.	240	9.00	2,160.00
Trench Excavation	Cu. Yd.	10	13.00	130.00
Finishing Roadbed and Slopes	Lump Sum	(50%)	Lump Sum	1,000.00
Watering	M-Gal.	10	37.50	375.00
1"-0 Aggregate Base	Cu. Yd.	150	10.50	1,575.00
Class "C" Asphalt Concrete	Ton	1,130	34.05	38,476.50
8-inch Culvert Pipe	Lin. Ft.	42	12.50	525.00
12-inch Culvert Pipe	Lin. Ft.	21	20.00	420.00
12-inch Storm Sewer Pipe	Lin. Ft.	40	21.00	840.00
Concrete Inlets, Type CG-1	Each	1	450.00	450.00
Guard Rail, Type 2A	Lin. Ft.	13	35.00	455.00
Guard Rail, Type 3	Lin. Ft.	25	55.00	1,375.00
Rail End Pieces, Terminal Connectors	Each	1	100.00	100.00
Extra for Guard Rail Bridge Connections	Each	1	500.00	500.00
CL-6R Chain Link Fence	Lin. Ft.	200	13.50	2,700.00
Concrete Curbs	Lin. Ft.	285	8.50	2,422.50
Concrete Barrier	Lin. Ft.	24	52.00	1,248.00
Loose Riprap, Class 100	Cu. Yd.	170	50.00	8,500.00
Loose Riprap, Class 700	Cu. Yd.	600	36.00	21,600.00
Filter Blanket	Cu. Yd.	130	11.00	1,430.00
Delineators, Type 2	Each	4	22.00	88.00
Roadside Seeding and Mulching	Acre	1	1,000.00	1,000.00
				$ 92,012.50

Anticipted Items

Permanent Pavement Striping	All Required	(51%)		$	1,122.00
Temporary Pavement Striping	All Required	(51%)			867.00
Remove Pavement Striping	All Required	(51%)			459.00
Temporary Erosion Control	All Required	(50%)			500.00
				$	2,948.00
			Subtotal	$	94,960.50
			Engineering		11,869.50
			Total	$	106,830.00

Type Code I000
Roadway, Idaho (Sta. 56+56.84 thru Equa. Sta. 56+66.86 = 6+66.86 to Sta. 12+15)

Removal of Structures and Obstructions	Lump Sum	(50%)	Lump Sum	$	3,717.50
General Excavation	Cu. Yd.	1,535	5.00		7,675.00
Toe Trench Excavation	Cu. Yd.	160	9.00		1,440.00
Trench Excavation	Cu. Yd.	65	13.00		845.00
Finishing Roadbed and Slopes	Lump Sum	(50%)	Lump Sum		1,000.00
Watering	M-Gal.	30	37.50		1,125.00
1"-0 Aggregate Base	Cu. Yd.	400	10.50		4,200.00
Class "C" Asphalt Concrete	Ton	1,910	34.05		65,035.50
8-inch Culvert Pipe	Lin. Ft.	42	12.50		525.00
12-inch Culvert Pipe	Lin. Ft.	21	20.00		420.00
12-inch Storm Sewer Pipe	Lin. Ft.	156	21.00		3,276.00
Extra for Pipe Under Pavement	Lin. Ft.	40	36.50		1,460.00
Concrete Manholes	Each	1	1,300.00		1,300.00
Concrete Inlets, Type CG-1	Each	3	450.00		1,350.00
Concrete Curbs	Lin. Ft.	530	8.50		4,505.00
Concrete Islands	Cu. Yd.	12	185.00		2,220.00
Concrete Barrier	Lin. Ft.	48	52.00		2,496.00
Loose Riprap, Class 100	Cu. Yd.	515	50.00		25,750.00
Loose Riprap, Class 700	Cu. Yd.	600	36.00		21,600.00
Filter Blanket	Cu. Yd.	130	11.00		1,430.00
Delineators, Type 2	Each	4	22.00		88.00
Adjusting Manholes	Each	1	500.00		500.00
Roadside Seeding and Mulching	Acre	1	1,000.00		1,000.00
				$	152,958.00

Anticipated Items

Permanent Pavement Striping	All Required	(49%)		$	1,078.00
Temporary Pavement Striping	All Required	(49%)			833.00
Remove Pavement Striping	All Required	(49%)			441.00
Temporary Erosion Control	All Required	(50%)			500.00
				$	2,852.00
			Subtotal	$	155,810.00
			Engineering		19,476.00
			Total	$	175,286.00

Type Code X081
Structure, Bridge #1000B (Sta. 47+69.84 to Sta. 56+56.84)

(Oregon Share)

Mobilization	Lump Sum	(48%)	Lump Sum	$	85,200.00
Temporary Protection and Direction of Traffic	Lump Sum	(40%)	Lump Sum		1,200.00
Temporary Signs	Sq. Ft.	120	10.00		1,200.00
Temporary Barricades	Each	3	125.00		375.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	950	20.00		19,000.00
Temporary Plastic Safety Markers	Each	23	75.00		1,725.00
Temporary Reflective Pavement Markers	Each	65	5.00		325.00
Sequential Arrow Signs	Each	1	4,600.00		4,600.00
Flaggers	Hour	225	16.00		3,600.00
			Oregon Share	$	117,225.00

(Idaho Share)

Mobilization	Lump Sum	(52%)	Lump Sum	$	92,300.00
Temporary Protection and Direction of Traffic	Lump Sum	(60%)	Lump Sum		1,800.00
Temporary Signs	Sq. Ft.	164	10.00		1,640.00
Temporary Barricades	Each	2	125.00		250.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	1,225	20.00		24,500.00
Temporary Plastic Safety Markers	Each	23	75.00		1,725.00
Temporary Reflective Pavement Markers	Each	65	5.00		325.00
Sequential Arrow Signs	Each	1	4,600.00		4,600.00
Flaggers	Hour	375	16.00		6,000.00
			Idaho Share	$	133,140.00

Structure: Oregon 50%, Idaho 50%

Bridge Removal Work	Lump Sum	All	Lump Sum	$	540,540.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum		273,300.00
Structure Excavation	Cu. Yd.	1,630	19.00		30,970.00
Structure Excavation Below Elevations Shown	Cu. Yd.	165	19.00		3,135.00
Scour Protection Excavtion	Cu. Yd.	1,800	11.50		20,700.00
Furnishing Pile Driving					

Equipment	Lump Sum	All	Lump Sum	25,500.00
Furnish HP 10X42 Steel Piling	Lin. Ft.	3,393	19.00	64,467.00
Drive Steel Piles	Lin. Ft.	3,393	~~3.60~~ 2.60	8,821.80
Structural Concrete, Class 3300 (544 C.Y.)	Lump Sum	All	Lump Sum	122,500.00
Structural Concrete, Class 4000 (731 C.Y.)	Lump Sum	All	Lump Sum	145,824.00
Structural Concrete, Class 4500 (816 C.Y.)	Lump Sum	All	Lump Sum	165,000.00
Seal Concrete	Cu. Yd.	150	96.00	14,400.00
Expansion Joint, Type F	Lin. Ft.	204	115.00	23,460.00
Reinforcement (305,000 Lbs.)	Lump Sum	All	Lump Sum	112,800.00
Coated Reinforcement (148,000 lbs.)	Lump Sum	All	Lump Sum	75,520.00
75'/80' Type IV Prestressed Beams	Each	4	6,515.00	26,060.00
100'/105' Type IV Prestressed Beams	Each	33	8,655.00	285,615.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	310	56.00	17,360.00
Bearing Devices, Piers 1, 5 and 8	Each	16	1,200.00	19,200.00
Standard Concrete Bridge Rail	Lin. Ft.	928	29.00	26,912.00
Membrane Waterproofing	Sq. Yd.	6,710	6.50	43,615.00
1 1/2-inch Electrical Conduit	Lin. Ft.	1,460	5.00	7,300.00
				$ 2,052,999.80
			Oregon Share	$ 1,026,499.90
			Idaho Share	$ 1,026,499.90

__Anticipated Items__

On-the-Job Trainees (2 @ $800)	All Required		$ 1,600.00
		Oregon Share	$ 800.00
		Idaho Share	$ 800.00
		Subtotal, Oregon Share	4 $ 1,143,524.90
		Engineering	142,940.10
		Total	$ 1,286,465.00
		Subtotal, Idaho Share	$ 1,160,439.90
		Engineering	145,054.10
		Total	$ 1,305,494.00

Length of Roadway ------------ 0.214 mile
Length of Structure ---------- 0.168 mile
Total Length of Project 0.382 mile

Cost of Roadway Per Mile -----$1,318,299.07

Work Retained in Program Status

Idaho Dept. of Water Adj.	All Required	$ 100.00
Place Riprap Around Existing E.B. Piers	All Required	2,500.00

SUMMARY OF FUNDS

(Oregon Share)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 106,830.00	$ 85,464.00	$ 21,366.00
Structure	1,286,465.00	1,029,172.00	257,293.00
Total	$ 1,393,295.00	$ 1,114,636.00	$ 278,416.00

(Idaho Share)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 175,286.00	$ 140,228.00	$ 35,058.00
Structure	1,305,494.00	1,044,395.00	261,099.00
Total	$ 1,480,780.00	$ 1,184,623.00	$ 296,157.00

Group 1 Oregon 49%
Group 2 Idaho 51%
Contract No. 9867
Prefix: 123-1950 P.E.
Prefix: 123-1089

CL:bkb

Nonparticipating State Work (Oregon)

Single Mailbox Supports	Each	1	100.00	$ 110.00
State Responsibility for Damages	All Required			1,000.00
				$ 1,110.00

August 28, 1984

CON 5

#9867

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9867 for work on the Snake River (Ontario Spur) Bridge Section of the Olds Ferry-Ontario Highway in Malheur County, Oregon and Payette County, Idaho.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure
[illegible]

cc: Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert D. Hector
Barry Hatcher

KL&K
ASSOCIATES INC.
BONDING & INSURANCE FOR CONSTRUCTION & INDUSTRY

4147 S.E. Division
P.O. Box 06030
Portland, Oregon 97206
Insurance: 503-231-6570
Bonds: 503-231-9394
Telex #151712
1-800-547-9850
(Outside Oregon Only)

August 22, 1984

OREGON DEPT. TRANSPORTATION
121 Transportation Bldg.
Salem, OR 97310

Re: ROSS BROS. CONSTRUCTION, INC.
Contract No. 9867, Snake River (Ontario Spur) Bridge
$2,548,445.30

Dear Sir or Madam:

Enclosed please find two (2) Contract Documents in reference to the above captioned project wherein the required bonds have been executed and the certificates of insurance issued.

We would appreciate your placing these documents on file with your department for Ross Bros. Construction.

Thank you.

Very truly yours,

Judy Hiltenbrand

Judy Hiltenbrand

K L & K ASSOCIATES, INC.
K L & K ASSOCIATES, INC. OF ARIZONA
K L & K ASSOCIATES, INC. OF WASHINGTON

/jh
Encls.

cc: Ross Bros. Construction
Salem, OR

RECEIVED
[illegible] SERVICES
[illegible] OF TRANSPORTATION

Bonding • Insurance • Life • Medical • Disability

August 1, 1984

Department of Transportation
Highway Bldg. Rm. 121
Salem, Or. 97310

Re: DBE/WBE Participation
Snake River (Ontario Spur) Br.

Gentlemen:

Our minority participation to meet the contract goals are as follows:

WBE Goal of 1% - $25,484.45
Participation - Gervais Construction, Inc.

Bid Item 58	Standard Concrete Rail (partial) 928 LF @ 29.00/LF	$ 26,912.00

DBE Goal of 10% - $254,844.53
Participation - Gervais Construction, Inc.

Bid Item 1	Mobilization (partial) LS	15,000.00
10	Removal Structures & Obstruction LS	7,435.00
13	Trench Excavation 75 CY @ 13.00/CY	975.00
18	8" CMP, 84 LF @ 12.50/LF	1,050.00
19	12" CMP, 42 LF @ 20.00/LF	840.00
20	12" Storm Sewer Pipe 196 LF @ 21.00/LF	4,116.00
21	Extra for Pipe Under Pavement 40 LF @ 36.50/LF	1,460.00
22	Concrete Manholes, 1 EA @ 1300.00	1,300.00
23	Concrete Inlets, Type CG-1 4 EA @ 450.00/EA	1,800.00
24	Guard Rail, Type 2A 13 LF @ 35.00/LF	455.00
25	Guard Rail, Type 3 25 LF @ 55.00/LF	1,375.00
26	Rail End Pieces, Terminal Connectors, 1 EA @ 100.00/EA	100.00
27	Extra for Guard Rail Bridge Connection, 1 EA @ 500.00/EA	500.00
28	CL-6R Chain Link Fence 200 LF @ 13.50/LF	2,700.00
29	Concrete Curbs, 875 LF @ 8.50/LF	6,927.50
30	Concrete Islands 12 CY @ 185.00/CY	2,220.00

ROSS BROS. CONSTRUCTION, INC.

GENERAL
CONTRACTOR
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

	31 - Concrete Barrier 72 LF @ 52.00/LF	$ 3,744.00
	35 - Delineators, Type 2 8 EA @ 22.00/EA	176.00
	36 - Adjusting Manholes 1 EA @ 500.00/EA	500.00
	37 - Single Mailbox Supports 1 EA @ 110.00	110.00
	51 - Expansion Joint, Type F 204 LF @ 115.00/LF	23,460.00
	56 - Reinforced Concrete Bridge End Panels (partial) 310 SY @ 33.50/SY	10,385.00
	TOTAL	$ 86,628.50
Participation	- B & B Concrete (based on 0.12/LB for placing)	
Bid Item	52 - Reinforcement, LS	$ 98,600.00
	53 - Coated Reinforcement, LS	67,537.00
	56 - Reinforced Concrete Bridge End Panel (partial)	6,530.00
	58 - Standard Concrete Bridge Rail (partial)	4,946.00
	TOTAL	$ 177,613.00
GRAND TOTAL - DBE		$ 264,241.50

Sincerely,

WM Farr

W. M. Farr P. E.
Project Engineer

WMF/dms

ROSS BROS. CONSTRUCTION, INC.

GENERAL
CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

RECEIVED
AUG 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

7247

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 17, 1984

In Reply Refer to
File No.:
PRO 6-2

Mr. Laurance Browning
Contract Administration Supervisor
Idaho Transportation Department
Box 7129
Boise, Idaho 83707

Dear Mr. Browning:

RE: Snake River (Ontario Spur) Bridge
Olds Ferry-Ontario Highway
Malheur County, Oregon
Payette County, Idaho

In response to your August 16 request during a phone conversation with Joseph Gaither, Federal-Aid Supervisor, concerning the reason for relieving Stach Construction Company of their obligations on the subject project, I have attached the following:

1) 7/20/84 Memo to Files.
2) 7/20/84 Letter from Stach Construction Company.
3) 7/20/84 Mailgram from Stach Construction Company.
4) 7/23/84 Memo to Files.
5) 7/27/84 Letter to Stach Construction Company.
6) 8/01/84 Letter to FHWA with attached tentative concurrence in award.

If you desire any further information, please do not hesitate to contact me at (503) 378-6564.

Very truly yours,

Gary A. Potter, Manager
Program Section

JLG:pf
Attachments

bcc: General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: August 1, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Snake River (Ontario Spur) Bridge
Olds Ferry-Ontario Highway
Project No. BRF-21-5(5)
Malheur County, Oregon
Payette County, Idaho

Your concurrence is requested in releasing Stach Construction Company from their bid we received on July 19, 1984 and to surrender their bond for the project. Henry G. Stach, President of Stach Construction Company presented information that he had made gross errors in their computations and submitted a bid which did not reflect their intentions.

Enclosed is a copy of Mr. Stach's letter of July 20, 1984 requesting withdrawal of his bid on the project and which also provides additional information. Also enclosed is a memo in support of this decision.

I am also requesting tentative concurrence in awarding the contract to the second low bidder, Ross Bros. Construction Inc., in the amount of $2,548,445.30. We feel justified in awarding to Ross Bros. Construction Inc. in that they are 19.3% under our Engineer's Estimate and we feel we would not receive a lower bid if we did readvertise.

CL:bkb
Enc.
cc: E.S. Hunter
W. Hart
Jack Sollis

RECEIVED
STATE HWY ENGR
AUG 3'84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

9867

t

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: July 23, 1984

FROM: Gary A. Potter, Manager
Program Section
Gary

SUBJECT: Snake River (Ontario Spur) Bridge
Olds Ferry-Ontario Highway
Malheur County, Oregon
Payette County, Idaho

copies dea 6

On this date Mr. Coulter, Mr. Sollis and myself met with Mr. Stach, from Stach Construction Company, who was accompanied by his attorney Mr. Phil Cass, Jr.

Mr. Stach presented his letter dated July 20, 1984, copy attached, that again described the 3 reasons for errors that occurred in his bid proposal.

Mr. Stach asked for relief and withdrawal of Stach Construction Company's bid proposal for the construction of the subject project.

After considerable discussion and review of case law, Mr. Stach and Mr. Cass left the meeting.

After further discussion, Mr. Coulter, Mr. Sollis and myself reached a consensus that the Stach Construction Company proposal and bond be returned, and that we seek Federal Highway Administration concurrence and Idaho Highway Department concurrence on that action and award the contract to the 2nd apparent low bidder, Ross Bros. Construction Company.

Shortly after the conclusion of the discussion between Mr. Sollis, Mr. Coulter and myself, I called Bob Hathaway of the Federal Highway Administration and a Mr. Clayton Sullivan, of the Idaho Highway Division who works in the Contract Administration Branch.

Mr. Hathaway and Mr. Sullivan, both said that they did not see any problems with our course of action. Mr. Sullivan asked me to formally write the Idaho State Highway Engineer to seek their concurrence. I will prepare the letter.

GAP:pf

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman
W. E. Schwartz
Jack Sollis
Walter J. Hart
J. H. Versteeg
R. D. Hector, Region 5
R. W. Gormsen

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

9067

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: File

DATE: July 20, 1984

FROM: Gary A. Potter, Manager GP
Program Section

SUBJECT: Snake River (Ontario Spur) Br.
Olds-Ferry Ontario Highway
Malheur County (Oregon)
Payette County (Idaho)

At approximately 11:40 a.m., on this date, Mr. Gormsen transferred a call to me from a Mr. Stach, from Stach Construction Company.

Mr. Stach went on to explain to me that he had made three errors in bidding the job. He described the three errors as follows:

1. That he failed to include Idaho Sales Tax on supplies and materials delivered from Idaho.
2. That he had received notification from the AGC that the 80% wage rate on Jobs less than $1.5 million was in force; so he assumed that half of the job was in Idaho and half of the job in Oregon, and bid the job with the 80% wage rate for the four union crafts, but has since been told by the AGC that was an incorrect assumption.
3. He received a very late demolition bid (10:00 p.m., Wednesday) that did not allow for keeping concrete out the live stream. He explained that he received the late bid, plugged it in, and did not discover the provision for keeping concrete out of the live stream until later.

I told Mr. Stach that we normally ask a contractor to come in with worksheets and documentation as to the nature of the errors, and if they were considered patent errors, that he could be relieved of his responsibilities.

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
JUL 23 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

Mr. Stach replied that he really didn't have any worksheets that revealed the nature of these errors, because they were errors in assumptions, and that he had a wire going to Mr. Gormsen's office and was working on a letter explaining the errors to us in more detail.

I informed Mr. Stach that I would discuss this matter with the State Highway Engineer and our Legal Counsel and get back to him.

Following the phone call, I then discussed with Mr. Coulter and Mr. Sollis the nature of the three errors.

It was Mr. Coulter's and Mr. Sollis' opinion that the errors did not, based upon my description, sound as those they were obvious or patent errors. Mr. Coulter and Mr. Sollis then instructed me to call the contractor back and inform him of their opinion that if he could provide additional information, that he could come up either later today or Monday and discuss the matter further.

At 12:20 p.m., this same date, I called Mr. Stach's office in Grants Pass and was informed that he was out to lunch, but that he would return my call immediately upon returning to the office.

At 2:25 p.m., Henry Stach and I again spoke by telephone and I told him that Mr. Coulter and Mr. Sollis had reviewed the information concerning the three errors, and considered them not to be patent errors under our standard specifications. I told him that if that were the case we would recommend award of the contract and he would have a certain amount of time to execute the contract, or the bid bond would be forfeited.

Mr. Stach replied that he still did not know whether the job was 80% for the four unions or 100%. I informed him that the wage rates were 100% and he pointed out to me that the 80% wage rates were in the Special Provisions for the project. I responded by saying that those 80% rates only applied on jobs that were under $1.5 million, but I also added that rather than he and I argue about the subject that he should come to Salem on Monday and discuss the matter further with me, Mr. Coulter and Mr. Sollis.

I then proceeded to setup an appointment at 11:00 a.m. in Mr. Coulter's office and I informed Mr. Stach that he should bring an attorney with him, not for the purpose of confrontation, but for the purpose of getting the best focus on the issue of whether these errors were patent or not.

GAP:bkb
cc: H.S. Coulter
E.S. Hunter
√R.N. Bothman
W.E. Schwartz
Bob Gormsen
R.D. Hector
Jack Sollis

4961 t

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: July 11, 1984

Steve Macnab

FROM: Steve Macnab
Specifications Engineer

SUBJECT: Snake River (Ontario Spur) Bridge

I received a telephone call from Roger Laughlin of Idaho Construction Company. He indicated that they had received a construction narrative report in the mail on the twin bridge which we built in approximately 1966. He wanted to know if the State had mailed it to him, since there was nothing to identify who had sent it.

The information in question is part of the material which we advised all bidders, was available in the Bridge Office for their inspection. Jack Davis, Jim Chidsey and Kamal Kamadoli knew nothing about their office sending such a report to Idaho Construction or any other bidder. I did discover that Riedel International had viewed the material and had copied some of it. They also obtained, verbally, a list of Plan Holders on July 6 from Fran Weaver. The only other contractor to look at this material was Hamilton Construction. They did not make any copies to the best of our knowledge.

The subject transmittal to Idaho Construction was made July 7 from Salem. This leads me to speculate that Riedel may have sent this material to other plan holders.

Idaho Construction indicated that based on the construction narrative's content, they would bid the job higher. This implies that the narrative report has necessary information to bid the project.

I asked Jerry Backstrand to review the narrative report and other information which we offered for inspection. He did so, and advised me that the material was not needed to bid the project. The construction problems addressed in the narrative report were considered in designing the new structure and the design reflects these problem areas. For example, the older structure was originally designed with a spread-footing foundation. This was changed under construction to a pile foundation. The design for the new bridge requires a pile foundation.

NOTED
E. S. HUNTER

In conclusion, it is Backstrand's opinion that the material contained in the narrative report is not necessary to bid construction of the new bridge.

SHM:ja

NOTED
E. S. HUNTER

cc E. S. Hunter
J. H. Versteeg
Walt Hart
Barry Hatcher

9327

"Imagineering a better world"

Ports O' Call

RIEDEL INTERNATIONAL, INC.

CORPORATE OFFICE
4555 N. Channel Ave.

MAILING ADDRESS
P.O. Box 3320

Portland, OR 97208-3320
Phone: (503) 285-9111 • Telex: 151372

RECEIVED
STATE HWY ENGR
JUL 2 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

June 29, 1984

Oregon State Highway Division
102 Transportation Bldg.
Salem, Oregon 97310

Attn: Mr. E.S. Hunter
Assistant State Highway Engineer

Sub: Snake River (Ontario Spur) Bridge

Gentlemen:

We have verbally requested a one week postponement of the bid opening for the subject project and have been notified by the Bridge Engineer, Mr. Hart, that you do not intend to do so. We accept this and will take measures to prepare our bid accordingly. Nonetheless, we wish to go on record as to our reasons for requesting this delay:

1. The job was advertised in the DJC on June 21, 1984. We ordered our plans the same day but did not receive them in the mail until the afternoon of June 25, 1984, which left us slightly more than two (2) weeks to prepare a bid. Compounding this is the effect of the 4th of July holiday.

2. We have the resources to overcome this problem. However, the DBEs and WBEs from whom we seek to obtain 10% and 1% participation, respectively, are most likely going to find it difficult to respond, inasmuch as they probably will not be fully alerted to the project until they hear from general contractors, effectively giving them less than two (2) weeks, perhaps less, when they obtain their documents.

3. It occurs to us that the "good faith effort" should come from the Highway Department as well as the contractors, and in this instance would include helping insure that those smaller, less sophisticated contractors had adequate time to participate in the bid process.

Very truly yours,

RIEDEL INTERNATIONAL, INC.

Robert M McGary

Robert M. McGary
Vice President, Chief Estimator

"Helping Build the West . . . and Beyond"

RIEDEL ENVIRONMENTAL SERVICES CO.
CALIFORNIA LAUNCH SERVICES CORP.
ENVIRONMENTAL EMERGENCY SERVICES CO.
LONGVIEW CONCRETE CO.
OMNI RUBBER PRODUCTS, INC.
PIONEER CONSTRUCTION MATERIALS CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN-PACIFIC PILEDRIVING CO.
WESTERN TUG & BARGE CORP.
WILLAMETTE TUG & BARGE CO.
WILLAMETTE-WESTERN CO.
WORLD SECURITY SERVICES CO.

9867 I

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-21-5(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Malheur County, OR
Payette County, ID

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40206

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
JUN 27 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/ | Sig | Act

orig w/ act. to 6/27

7. DATE AUTHORIZATION EFFECTIVE 6/20/84

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:
Snake River (Ontario Spur) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave and structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6/18/84.

13. REMARKS After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6/18/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,873,899; Federal Funds $2,299,118.*

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

(*Oregon TEC $1,403,303 - FF $1,122,642 and Idaho TEC $1,470,596 - FF $1,176,476)

14. DATE 6/20/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9767

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 25, 1984

Mr. E. Dean Tisdale
Chief of Engineering Services
Idaho Transportation Department
3311 West State Street
P.O. Box 7129
Boise, ID 83707

Subject: Special Bridge Replacement Project
No. BRF-21-5(5)
Snake River (Ontario Spur) Bridge Section

Enclosed for your information are four copies of the PR-1 form with a copy of the PS&E Estimate that we will submit to the Federal Highway Administration, Oregon District Office as part of our PS&E documents.

It is our present intention to receive bids on this project on June 28, 1984.

If you need any additional information to advance the project through PS&E, please let us know. Mr. J.L. Gaither, Federal-aid Unit Supervisor, is the person to contact. His telephone number is (503) 378-6294.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

CL:bkb
Attachments

bc: Dale E. Wilken (FHWA)
General Files

Form 734-3122

9867

STATE OF IDAHO

**DEPARTMENT OF HEALTH
AND WELFARE**

DIVISION OF ENVIRONMENT
Statehouse
Boise, Idaho 83720

May 10, 1984

Oregon Department of Transportation
Highway Division, Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Reference to: U.S. Coast Guard Public Notice No. 84-N-10
(Highway Bridge over Snake River near
Fruitland, Payette County, Idaho)

Gentlemen:

We have considered water quality certification of your proposal to excavate and place fill in the Snake River during the upgrading of the existing highway bridge near Ontario, Oregon as described in the U.S. Coast Guard public notice number 84-N-10.

If construction is completed in accordance with the described work plan and is such that this addition of turbidity to the Snake River is kept to a minimum, we certify under Section 401 that this construction will comply with applicable requirements of Sections 301, 302, 303, 306 and 307 of PL 92-500 and will not violate Idaho Water Quality Standards and Wastewater Treatment Requirements.

This certification does not imply approval of the activity by other agencies of the State of Idaho.

Sincerely,

Lee W. Stokes, Ph. D.
Administrator

LWS:sf

cc: U.S. Coast Guard
Craig Shepard

RECEIVED
TECHNICAL SERVICES
MAY 16 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

CC
5-17-84
Hart
Versteeg
Hector
Perpin
Gilmour

RECEIVED
STATE HWY ENGR
MAY 14 '84
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

EQUAL OPPORTUNITY EMPLOYER

9807

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
DES 23
1000B

April 13, 1984

E. D. Tisdale, P.E.
Chief of Engineering Services
Idaho Transportation Department
3311 West State Street
P. O. Box 7129
Boise, ID 83707

Snake River (Ontario Spur) Bridge Section
Olds Ferry-Ontario Highway
Malheur County - Oregon
Payette County - Idaho
BR 1000B

Enclosed are three sets of advance plans and specifications for the replacement of the Westbound Snake River Bridge at Ontario. I am also including a copy of Oregon's 1984 Standard Specifications For Highway Construction. The project estimate for planning purposes is $3 million, including an allowance for engineering and contingencies.

We anticipate the approval of the Coast Guard Permit for this crossing by June 1, 1984. The project is tentatively scheduled to be advertised in early June with receipt of bids on June 28, 1984. Please return 1 set of approved plans with your comments. We would appreciate receiving those comments by May 15, 1984.

NAL
LTER J. H

Walter J. Hart, P.E.
Bridge Engineer

WJH:jrb

Enclosures
bc: ✓ E. S. Hunter
Gary Potter
J. H. Versteeg
C. O. Fredrickson
R. D. Hector

RECEIVE
TECHNICAL SER
APR 16 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

RECEIVED
TECHNICAL SERVICES
MAR 23 '84
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

16591
March 16, 1984

PUBLIC NOTICE NO. 84-N-10

The Commander, Thirteenth Coast Guard District, has received an application from the Oregon Department of Transportation (ODOT), Highway Division, Transportation Building, Salem, Oregon 97310, for approval to modify a highway bridge across a navigable waterway of the United States.

WATERWAY AND LOCATION

Snake River, mile 372, near Ontario, Malheur County, Oregon.

PROJECT DESCRIPTION

ODOT proposes to upgrade the existing crossing of the Snake River near Ontario, Oregon. Two bridges now span the waterway at this location. The westbound bridge is a steel truss structure built in 1925. It is very narrow and does not meet modern highway standards for two lanes of traffic. The eastbound bridge is just upstream and is a modern concrete two-lane structure completed in 1968. ODOT plans to completely remove the old steel bridge and widen the concrete structure to provide for four lanes of traffic. We originally approved the project in December 1975, but construction was delayed by funding problems. The permit finally was allowed to expire in 1980 because it wasn't possible to predict when the project actually would start. The present application essentially is the same as the one we approved in 1975.

NAVIGATION CLEARANCES

Navigation clearances would be the same as those for the bridge built in 1968. Vertical clearances are measured above ordinary high water (el. +2143).

Horizontal clearance	-	93.3 feet
Vertical clearance	-	26.9 feet (maximum, near pier on east side) 15.3 feet (minimum, near pier on west side)

ENVIRONMENTAL IMPACTS

The Federal Highway Administration (FHWA) is the lead federal agency for environmental processing. FHWA approved a Negative Declaration for this

3 cys Rec'd
1 cy - Hanl
1 " - Terpin
1 " - Gen. Files
3-26-84

project in 1975. This is the equivalent of a finding of no significant impact (FONSI). FHWA recently prepared a written re-evaluation of the 1975 document and has determined that conditions have not changed significantly and that the Negative Declaration still is valid. We have independently reviewed the impacts of the project and we concur in the FHWA determination. Environmental information is available for review in the Aids to Navigation Branch, Thirteenth Coast Guard District. Water quality certification under Section 401 of Public Law 92-500, as amended, is required and must be obtained from, or be waived by, the Idaho Department of Health and Welfare and the Oregon Department of Environmental Quality. We will consider certification to be waived 30 days after the date of this notice unless either Idaho or Oregon requests additional time to consider water quality impacts. The project would not be located in the coastal zone of Oregon and coastal zone management program consistency certification is not required. Work below the level of ordinary high water would include 5,100 cubic yards of excavation, 4,100 cubic yards of backfill, 660 cubic yards of riprap, and 825 cubic yards of concrete. The modifications would not result in a significant flood plain encroachment. The main part of the bridge would provide a clearance of at least 13 feet above the level of the 100-year flood (el. +2145). The work would not have a significant impact on wetlands and would not affect any parks, recreation areas, wildlife or waterfowl refuges, or historic or archaeological sites.

COMMENTS

Comments on the proposed bridge should be in writing and should include the reasons for support of, or opposition to, the project. The comment period will end on April 16, 1984. Mail your comments to: Commander, Thirteenth Coast Guard District, Aids to Navigation Branch, 915 Second Avenue, Seattle, Washington 98174. If you need additional information, please call Mr. Wayne Lee or Mr. John Mikesell at (206) 442-5864 or (FTS) 399-5864.

T. M. Nutting

T. M. NUTTING
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Permit application drawings, 3 sheets
(2) Public notice, Oregon Department of Environmental Quality

OMI **Oregon Micro-Imaging, Inc.**

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

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Commander, U. S. Coast Guard
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OMI

Oregon Micro-Imaging, Inc.

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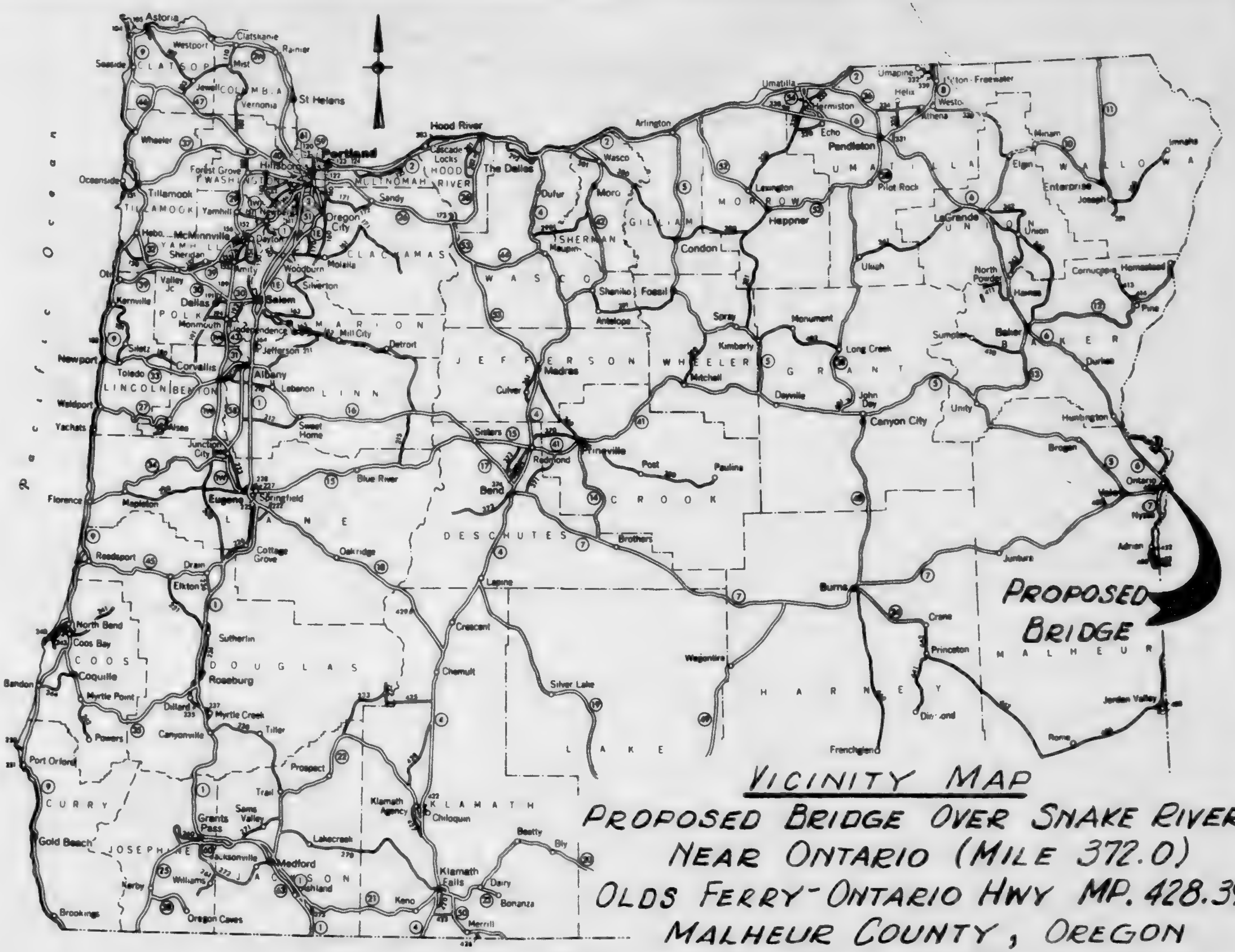
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

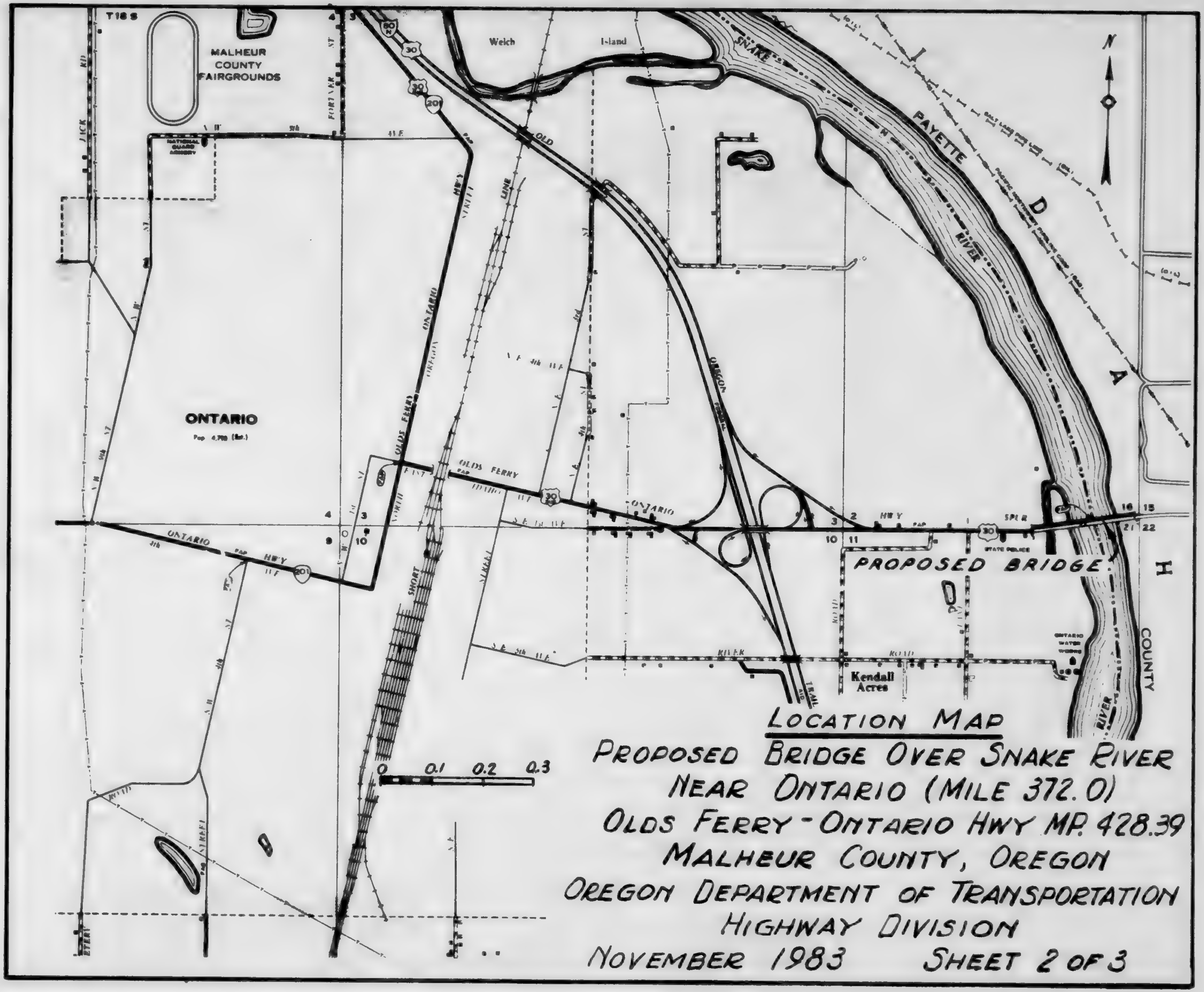
RETAKE


PROPOSED BRIDGE
Pacific Ocean
Portland
Astoria
Seaside
Clatskanie
Rainier
St Helens
Tillamook
Hillsboro
Oregon City
Salem
Albany
Corvallis
Newport
Eugene
Springfield
Florence
Roseburg
Coos Bay
North Bend
Coquille
Bandon
Port Orford
Gold Beach
Brookings
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Bend
Redmond
Prineville
Madras
The Dalles
Hood River
Pendleton
Hermiston
Umatilla
La Grande
Baker
Ontario
Nyssa
Adrian
Vale
Burns
Canyon City
John Day
Jordan Valley
Huntington
Enterprise
Joseph
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
CLACKAMAS
YAMHILL
POLK
MARION
LINCOLN
BENTON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
JEFFERSON
CROOK
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
GRANT
WHEELER
HARNEY
MALHEUR
SCALE IN MILES
0 10 20 30 40 50

VICINITY MAP

PROPOSED BRIDGE OVER SNAKE RIVER
NEAR ONTARIO (MILE 372.0)
OLDS FERRY-ONTARIO HWY MP. 428.39
MALHEUR COUNTY, OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NOVEMBER 1983

SHEET 1 OF 3


N
T18S
MALHEUR COUNTY FAIRGROUNDS
JACK RD
FORTNER ST
NATIONAL GUARD ARMORY
Welch
I-land
SNAKE RIVER
PAYETTE RIVER
D
A
H
COUNTY
OLD
OREGON
TRAIL
ONTARIO
Pop 4,700 (Est.)
OLDS FERRY
ONTARIO HWY
201
30
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SHORT LINE
HWY
SPUR
STATE POLICE
PROPOSED BRIDGE
RIVER ROAD
Kendall Acres
ONTARIO WATER WORKS
16
15
21
22
3
2
10
11
4
9
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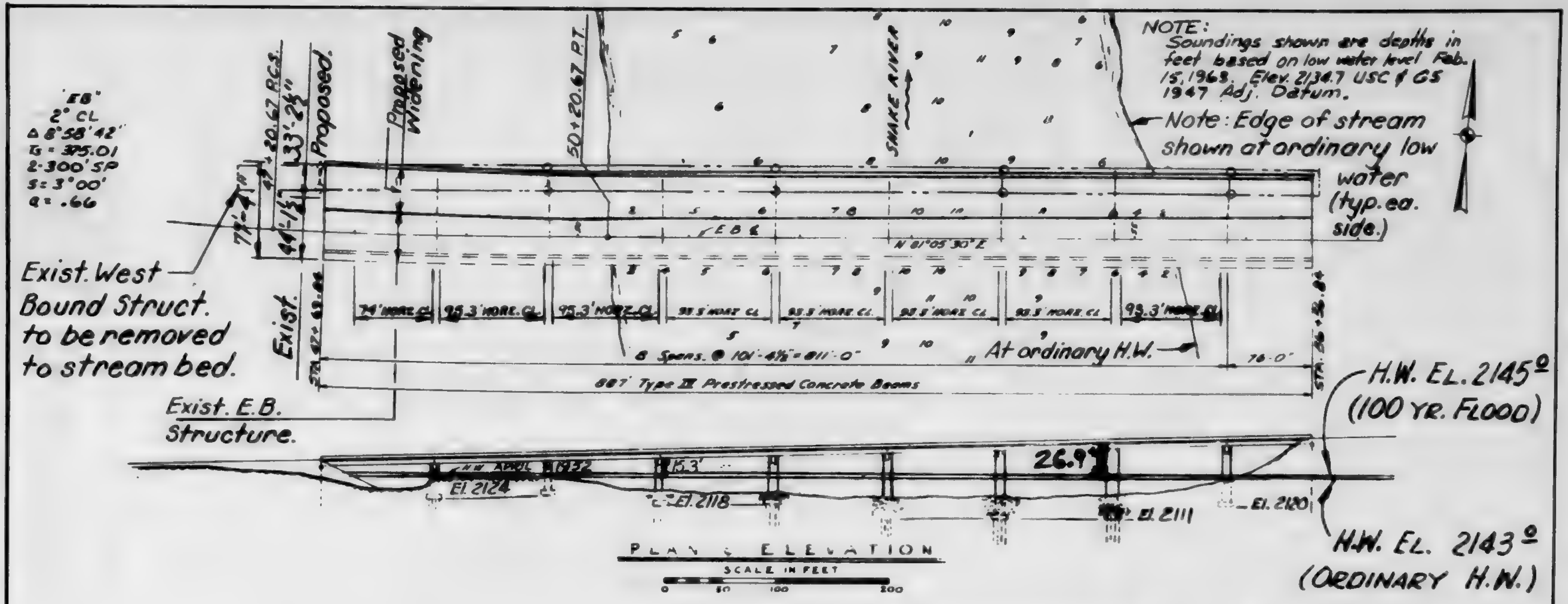
0.2
0.3

LOCATION MAP

PROPOSED BRIDGE OVER SNAKE RIVER
NEAR ONTARIO (MILE 372.0)
OLDS FERRY - ONTARIO HWY MP. 428.39
MALHEUR COUNTY, OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NOVEMBER 1983 SHEET 2 OF 3



"EB"
2° CL
Δ 8°58'42"
T = 375.01
2-300' SP
S = 3°00'
e = .66
Exist. West Bound Struct. to be removed to stream bed.
77'-4"
47+20.67 RCS.
44'-1½"
33'-2½"
Proposed.
Exist.
Proposed Widening
Exist. E.B. Structure.
50+20.67 P.T.
SNAKE RIVER
EB ℄
N 81°05'30" E
74' HORZ. CL.
95.3' HORZ. CL.
95.3' HORZ. CL.
95.5' HORZ. CL.
95.5' HORZ. CL.
95.5' HORZ. CL.
95.5' HORZ. CL.
95.3' HORZ. CL.
8 Spans @ 101'-4½" = 811'-0"
76'-0"
887' Type III Prestressed Concrete Beams
At ordinary H.W.
NOTE: Soundings shown are depths in feet based on low water level Feb. 15, 1963. Elev. 2134.7 USC & GS 1947 Adj. Datum.
Note: Edge of stream shown at ordinary low water (typ. ea. side.)
H.W. EL. 2145^{0} (100 YR. FLOOD)
H.W. EL. 2143^{0} (ORDINARY H.W.)
H.W. APRIL 1952
El. 2124
15.3'
El. 2118
26.9'
El. 2111
El. 2120
PLAN & ELEVATION
SCALE IN FEET
0 50 100 200

	BELOW ORDINARY H.W. EL. 2143^{0}
EXCAVATION	5,100 cy
BACKFILL	4,100 cy
RIPRAP	660 cy
CONCRETE	825 cy *

* INCLUDES 150 cy SEAL CONCRETE

PROPOSED BRIDGE OVER SNAKE RIVER
NEAR ONTARIO (MILE 372.0)
OLDS FERRY - ONTARIO HWY M.P. 428.39
MALHEUR COUNTY, OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NOVEMBER 1983 SHEET 3 OF 3

REVISED MARCH 1984

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON 229-5358

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

Public Notice

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Title 33, United States Code, Section 1341, has been requested to certify that there is reasonable assurance that the project described Public Notice No. 84-N-10 issued by Commander, Thirteenth Coast Guard District in Seattle, will comply with the applicable provisions of Title 33, United States Code, Sections 1311, 1312 1316 and 1317. Comments regarding possible water quality effect of the proposed project should be sent within 20 days to the State of Oregon, Department of Environmental Quality, P. O. Box 1760, Portland, OR., 97207.

GDC:
3/13/78

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD
COMMANDER, 13TH COAST GUARD DISTRICT (oan)
915 SECOND AVENUE
SEATTLE, WASHINGTON 98174

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
U. S. COAST GUARD
DOT 514

U.S.MAIL

Oregon State Department of Transportation
Highway Division
ATTN: E. S. Hunter, P. E., P. L. S.
Assistant State Highway Engineer
Technical Services Branch
Transportation Building
Salem, Oregon 97310

BRIDGE
NOTICE

9267 t

March 12, 1984

Commander
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

DES 23
10008

ATTN: Aids to Navigation Branch

Proposed Widening of Eastbound
Snake River (Ontario) Bridge
BR 10008

We have revised the permit application drawings for the proposed Eastbound Snake River (Ontario) Bridge as requested in your letter of February 27, 1984. Reproducible copies of these revised drawings are enclosed.

The original permit application was submitted to your office in November 1983. While we realize that you studied this application to attempt to have it exempt from the permit process, the time delay is becoming critical. We are trying to get this project to contract as rapidly as possible to aid the depressed economy of the Ontario area. The influx of approximately $4.5 million to this area will be of considerable benefit.

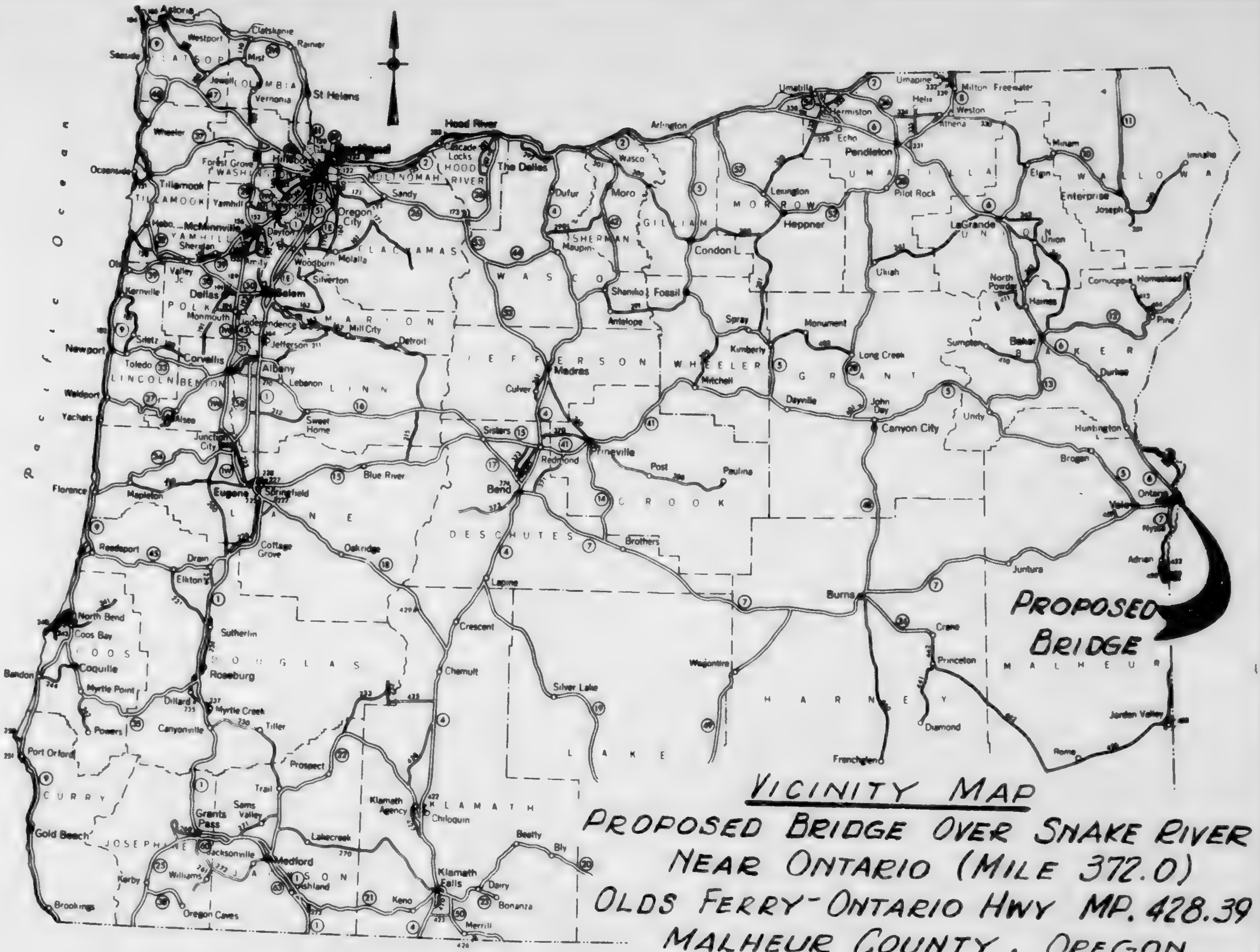
We would appreciate your expeditious processing of this application so that a contract for the work may be let in August at the very latest.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
W. J. Hart

JEC:jrb

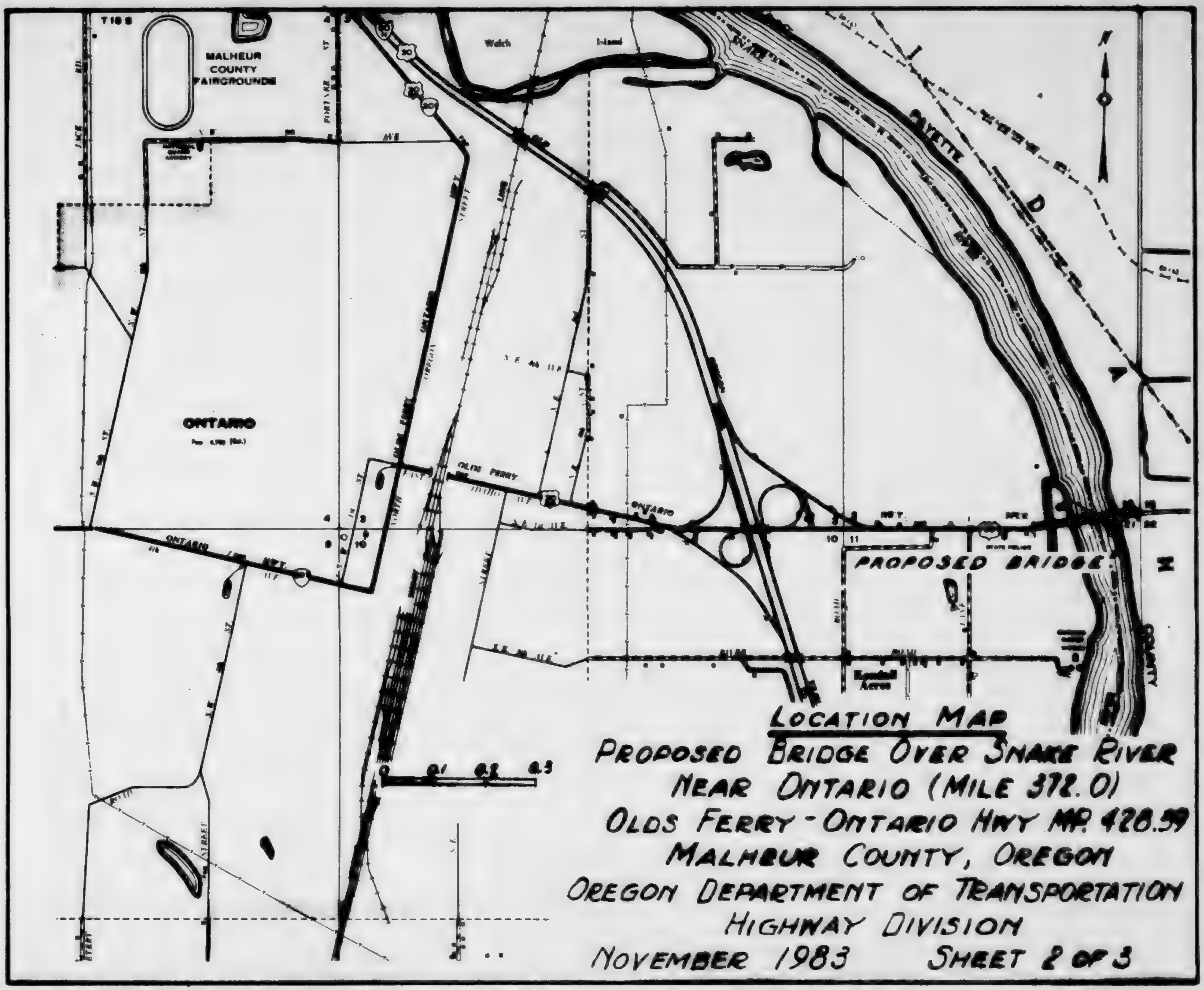

PROPOSED BRIDGE
Pacific Ocean
Astoria
Seaside
St Helens
Portland
Hood River
The Dalles
Oregon City
Salem
Dallas
Corvallis
Albany
Newport
Eugene
Springfield
Florence
North Bend
Coos Bay
Coquille
Roseburg
Grants Pass
Medford
Klamath Falls
Brookings
Gold Beach
Bend
Redmond
Madras
Prineville
Burns
Ontario
Vale
Nyssa
Baker
LaGrande
Pendleton
Umatilla
Hermiston
Heppner
Condon
Fossil
John Day
Canyon City
Jordan Valley
Lakeview
MALHEUR
HARNEY
LAKE
KLAMATH
DESCHUTES
CROOK
GRANT
BAKER
UNION
WALLOWA
UMATILLA
MORROW
GILLIAM
SHERMAN
WASCO
WHEELER
JEFFERSON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
MARION
POLK
BENTON
LINCOLN
YAMHILL
TILLAMOOK
WASHINGTON
CLATSOP
COLUMBIA
MULTNOMAH
CLACKAMAS
HOOD RIVER

SCALE IN MILES

0 10 20 30 40 50

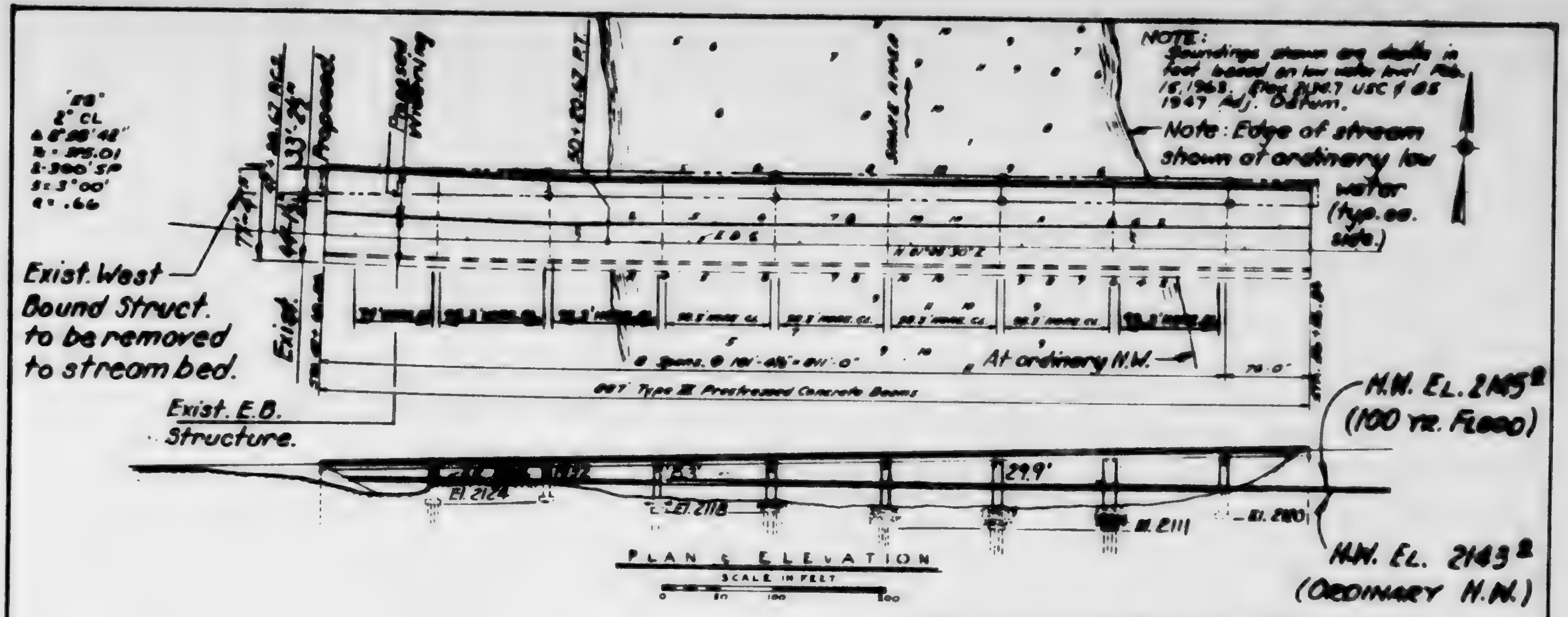
VICINITY MAP

PROPOSED BRIDGE OVER SNAKE RIVER
NEAR ONTARIO (MILE 372.0)
OLDS FERRY-ONTARIO HWY MP. 428.39
MALHEUR COUNTY, OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NOVEMBER 1983 SHEET 1 OF 3


T18S
MALHEUR COUNTY FAIRGROUNDS
Welch
Island
SNAKE
PAYETTE
N
ONTARIO
OLDS FERRY
ONTARIO
PROPOSED BRIDGE
Kendall Acres
COUNTY
0
0.1
0.2
0.3

LOCATION MAP

PROPOSED BRIDGE OVER SNAKE RIVER
NEAR ONTARIO (MILE 372.0)
OLDS FERRY - ONTARIO HWY MP. 428.59
MALHEUR COUNTY, OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NOVEMBER 1983 SHEET 2 OF 3

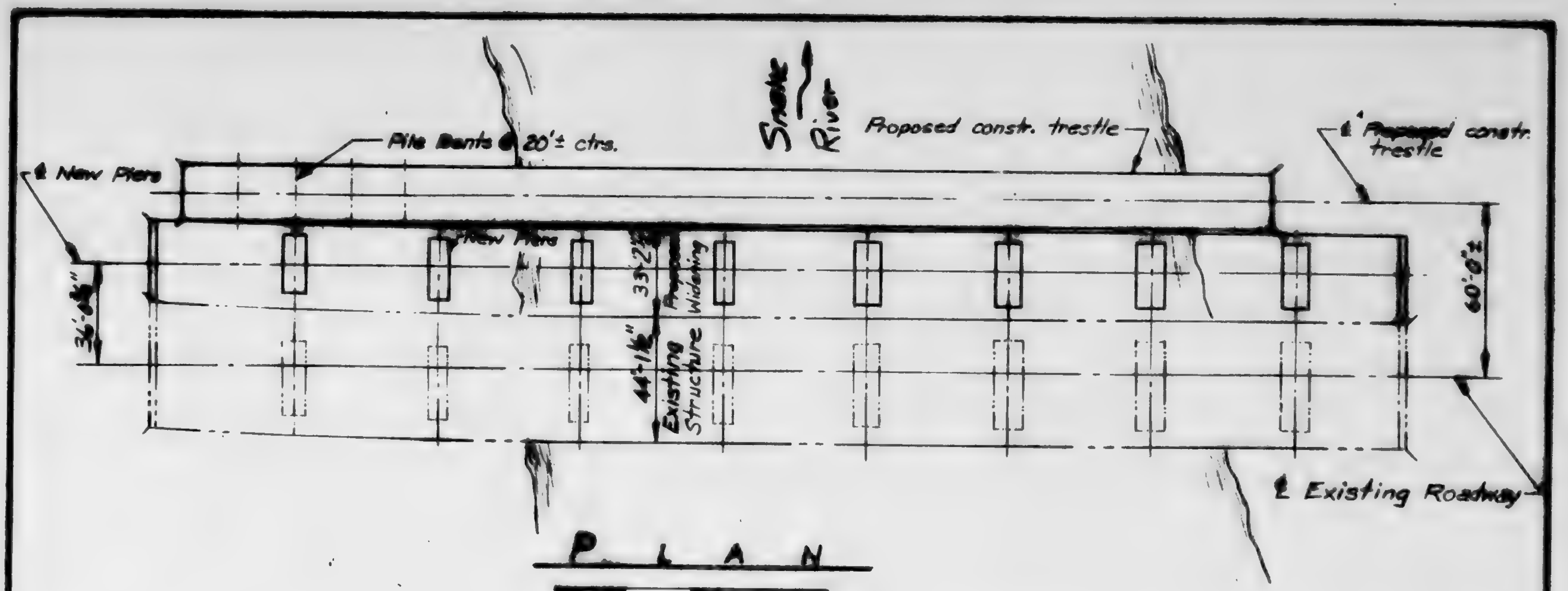

NOTE:
Soundings shown are depths in feet based on low water level Feb. 15, 1963. Elev. 2127 USC & GS 1947 Adj. Datum.
Note: Edge of stream shown at ordinary low water (typ. ea. side.)
"28"
2° CL
Δ 6°28'48"
T = 375.01
L = 300' SP
S = 3°00'
e = .66
Proposed
Proposed Widening
Exist.
Exist. West Bound Struct. to be removed to stream bed.
Exist. E.B. Structure.
At ordinary H.W.
70'-0"
Type III Prestressed Concrete Beams
H.W. El. 2145± (100 yr. Flood)
H.W. El. 2143± (Ordinary H.W.)
29.9'
El. 2124
El. 2118
El. 2111
El. 2110
PLAN & ELEVATION
SCALE IN FEET
0
50
100
200

	Below Ordinary H.W. El. 2143±
Excavation	5,100 cy
Backfill	4,100 cy
Riprap	660 cy
Concrete	825 cy *

* Includes 150 cy Seal Concrete

PROPOSED BRIDGE OVER SNAKE RIVER
NEAR ONTARIO (MILE 372.0)
OLDS FERRY - ONTARIO HWY M.P. 428.59
MALHEUR COUNTY, OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NOVEMBER 1983 SHEET 3 OF 3

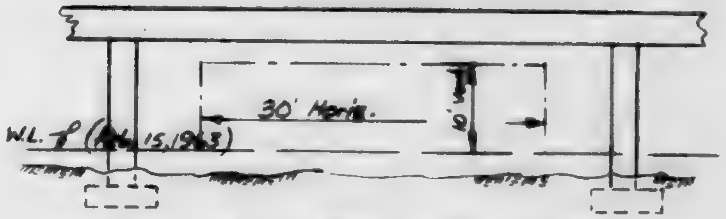
REVISED MARCH 1984



Snake River
Proposed constr. trestle
℄ Proposed constr. trestle
Pile Bents @ 20'± ctrs.
℄ New Piers
New Piers
36'-6½"
33'-2½"
Proposed Widening
44'-1½"
Existing Structure
60'-0"±
℄ Existing Roadway

PLAN

0 15 50 100
SCALE IN FEET

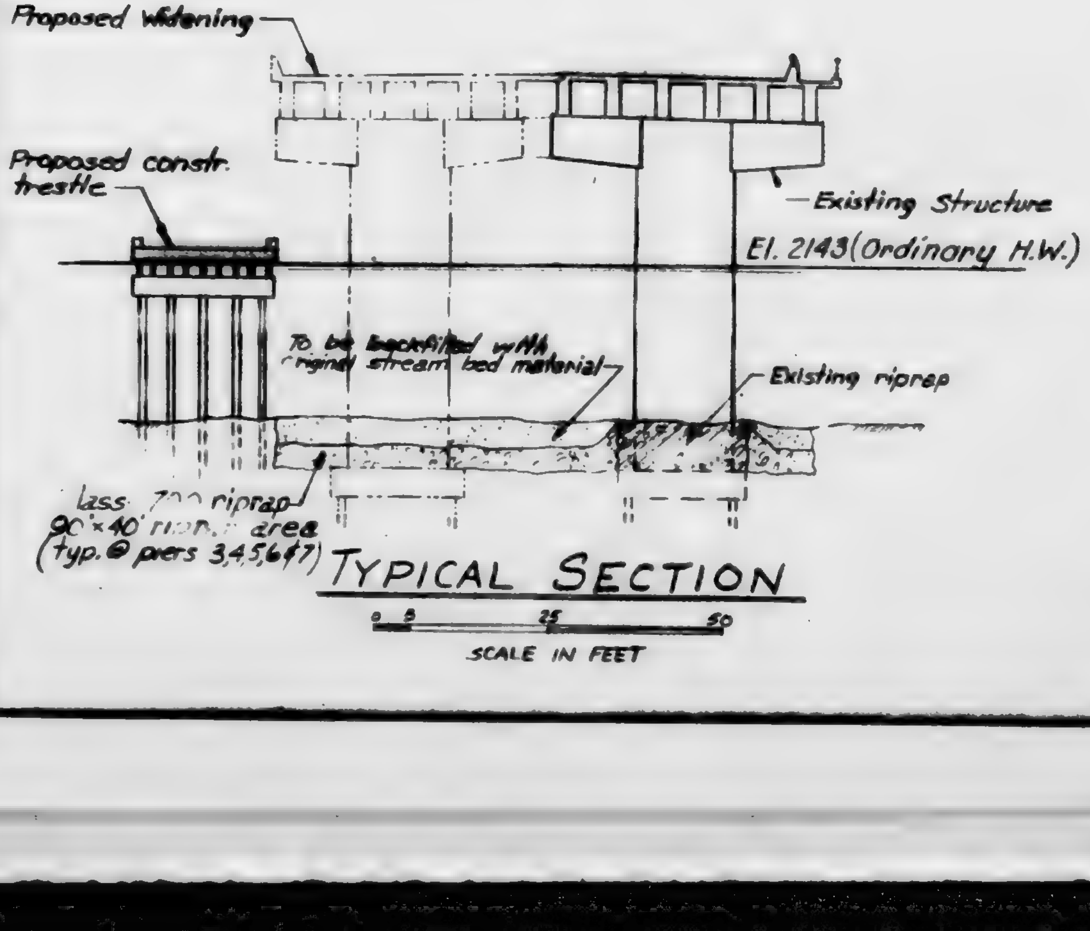


W.L. ℄ (Feb. 15,1983)
30' Horiz.
16'

CONSTRUCTION CLEARANCES

No Scale

The contractor shall provide the horizontal and vertical navigation construction clearances shown above in any part of any one river span,



Proposed widening
Proposed constr. trestle
Existing Structure
El. 2143(Ordinary H.W.)
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap
90'×40' riprap area
(typ. @ piers 3,4,5,6 & 7)

TYPICAL SECTION

0 5 25 50
SCALE IN FEET

INFORMATION SHEET

PROPOSED BRIDGE OVER SNAKE RIVER
NEAR ONTARIO (MILE 372.0)
OLDS FERRY - ONTARIO HWY. M.P. 428.39
MALHEUR COUNTY, OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NOVEMBER 1983

REVISED MARCH 1984

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
February 27, 1984

Oregon State Department of Transportation
Highway Division
Attn: Mr. E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch
Transportation Building
Salem, OR 97310

Dear Mr. Hunter:

I'm sorry that we have taken so long to advise you of progress on your application for a permit to widen the highway bridge across the Snake River at Ontario, Oregon. Our legal staff has determined that permits still are required for crossings of the Snake River in that area. To process your application, we need to have you make the following changes to your drawings:

(1) Show the width of the existing and proposed bridge on the plan view;

(2) Show the horizontal clearance available through all spans that are over the river at ordinary high water;

(3) Measure vertical clearances from ordinary high water and delete the February 15, 1963 and the April 1952 water levels. Continue to show the level of the 100-year flood; and,

(4) Delete the "Elevation existing E.B. and proposed W.B. piers" section drawings in the lower left corner of sheet 3.

I'm returning the original drawings so you can use them in making revisions. We will do everything we can to speed processing as soon as you return the revised drawings to us. We appreciate your patience and cooperation.

Sincerely,

Jol E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

RECEIVED
TECHNICAL SERVICES
MAR 1 '84
REFER TO
Blant
FOR
Info Inves R/D D/X Sign Act File

3-2-84

Encl: (1) As noted

Orig

[illegible]
ESH

4967

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 15, 1984

In Reply Refer to
File No.:

Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland, OR 97208

NOTED
E. S. HUNTER

Application for Department of the Army Permit
Snake River (Ontario) Bridge
Malheur County

Enclosed is an application with drawing for a Department of the Army permit for the widening of the structure that carries the Olds Ferry-Ontario Highway across the Snake River near Ontario in Malheur County.

At present there are two, two-lane bridges at this location and the one carrying the westbound traffic needs to be replaced. This bridge will be removed to the natural streambed and the existing eastbound bridge will be widened to provide four lanes of travel with two lanes eastbound and two lanes westbound.

A Department of the Army permit was issued for this proposed project by the Walla Walla District on June 9, 1976; however, by the time a contract was ready, funds were not available and the work was posponed.

Enclosed for your information is a copy of that permit and also a copy of our most resent application for a permit from the U.S. Coast Guard.

If you have any questions or need additional information, please call or contact us.

Frank E. Terpin

Frank E. Terpin, P.E., P.L.S.
Location Engineer

RECEIVED
TECHNICAL SERVICES
FEB 16 '84
REFER TO
FOR
Info | [illegible] | R/D | D/R | [illegible] | Act | File

FET:DEK:ge
Enclosures

cc E. S. Hunter w/att
W. J. Hart "
D. L. Trout "
D. E. Keyes "

Form 734-3122

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS
STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only	For Agency Use Only
Corps of Engineers # ____________	State of Oregon # ____________
____________	____________
Date received ____________	Date received ____________

Name of Waterway Snake River
River Mile 372.0
Local Name Ontario

Section 2 & 11
Township 18S
Range 47E

Estimated Starting Date of Project June 1984
Estimated Completion Date of Project October 1986

NAME OF APPLICANT Oregon State Highway Division	AUTHORIZED AGENT Frank E. Terpin, Location Engineer
Address Transportation Building	Address 200 Transportation Building
City, State, Zip Code Salem, OR 97310	City, State, Zip Code Salem, OR 97310
Phone: Work Area (503) 378-6883 Home Area ( )	Phone: Work Area (378) 6883 Home Area ( )

PROJECT SUPERVISOR ____________ Phone: Work Area ( ) Home Area ( )

PROPERTY OWNER IF OTHER THAN APPLICANT ____________	PROJECT ADDRESS Near Ontario, Oregon
Address ____________	City, County, State Zip Code Malheur
City, State, Zip Code ____________	Assessor's Records-- Shown on Map # ______ Tax Lot # ______
Phone: Work Area ( ) Home Area ( )	Name of Subdivision ______ Lot ______ Block ______

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department: ____________

Address: ____________

Phone Number: ____________

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval
U.S. Coast Guard	Permit	-	November 28, 1983	-
Division of State Lands	Preliminary	-	-	-

NPP Form 358
OCT 1980
141-31-04-80 Inclosure 1

Has any agency denied approval for the activity described herein or for any other activity directly related to it?

☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

City of Ontario
City Hall
Ontario, OR 97914

R.V. & Evelyn Shoemaker
P.O. Box 667
Ontario, OR 97914

L.T.D. Properties
c/o Lodiz Carlson
427 Euclid Avenue
Sand Point, ID 83864

City of Fruitland
City Hall
Fruitland, ID 83619

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

New or disturbed fill slopes will be seeded and mulched.

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE ________ cubic yards annually, and 450 cubic yards for the total project.

☒ Riprap ☐ Rock ☐ Gravel ☐ Sand ☐ Silt ☐ Clay ☐ Organic

REMOVAL WILL INVOLVE ________ cubic yards annually, and 5,100 cubic yards for the total project.

☐ Rock ☒ Gravel ☒ Sand ☒ Silt ☐ Clay

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

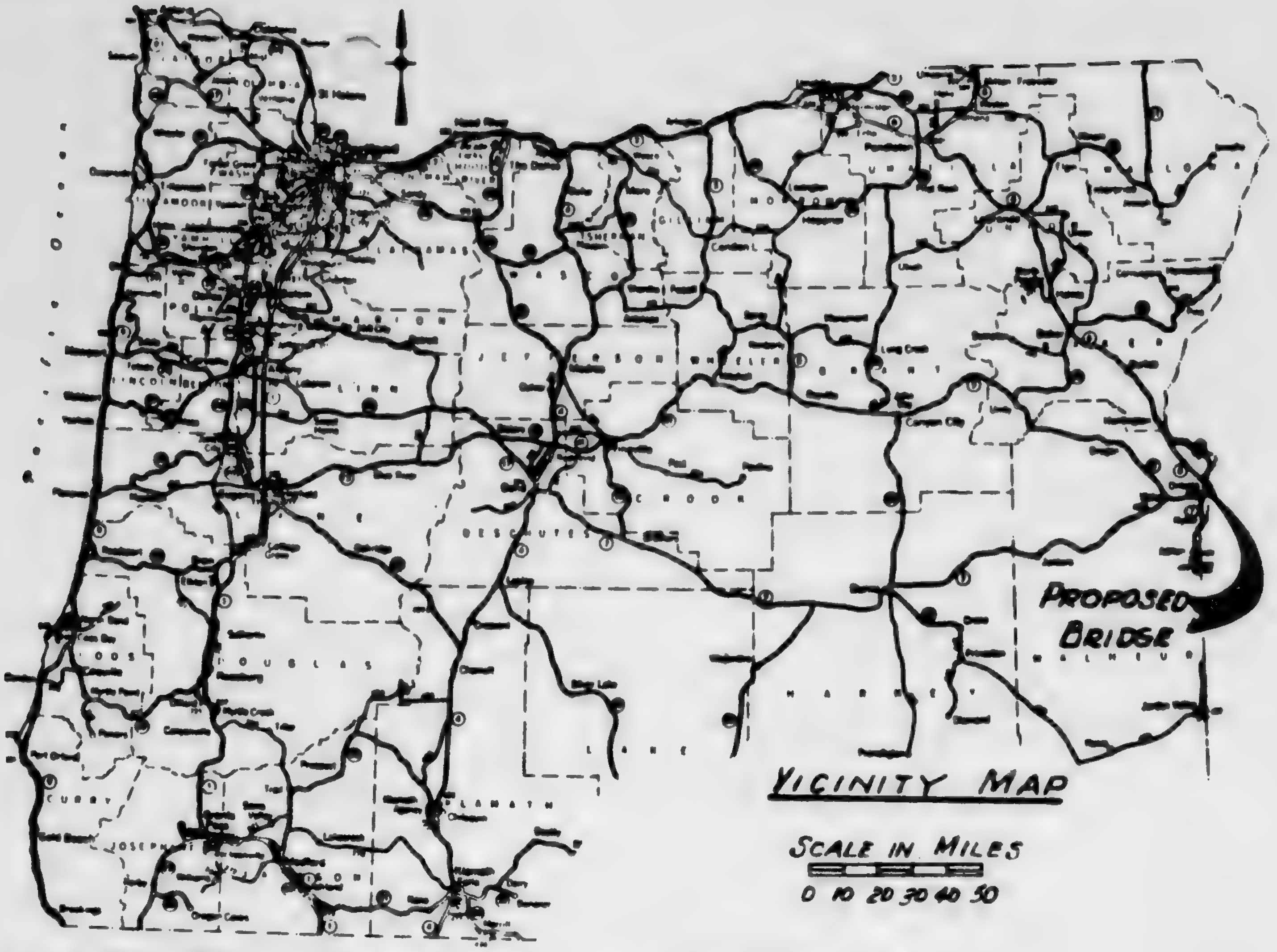
There are presently two structures crossing the Snake River at this location. The westbound bridge was built some years before the eastbound bridge and needs to be replaced. The Highway Division proposes to remove the westbound structure and widen the eastbound structure on the upstream side to provide two lanes for traffic westbound with the existing structure providing, as at present, the two lanes for eastbound traffic.

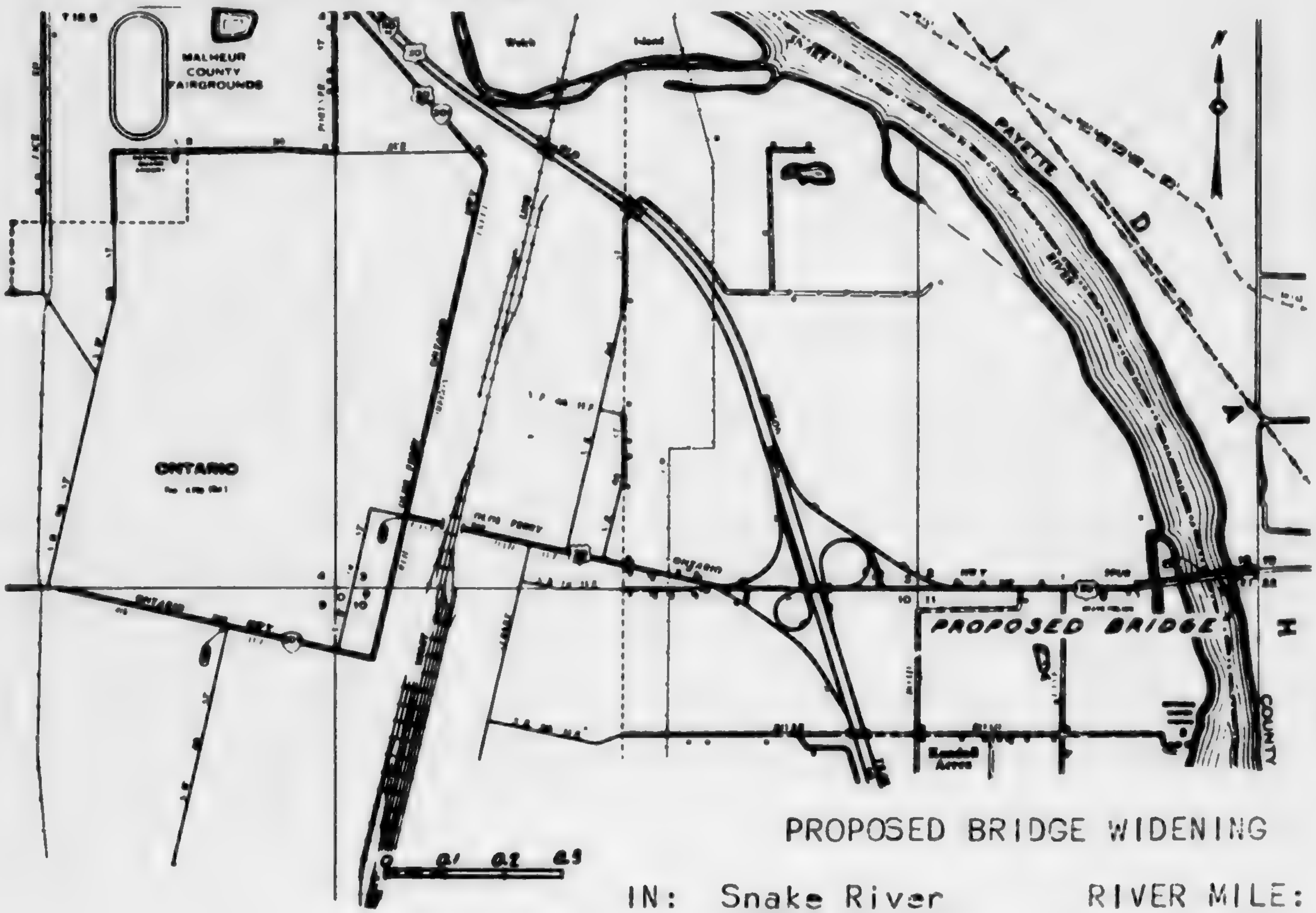
Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Frank E. Peppin

Signature of Applicant or Authorized Agent

18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."


PROPOSED BRIDGE
VICINITY MAP
SCALE IN MILES
0 10 20 30 40 50


MALHEUR COUNTY FAIRGROUNDS
ONTARIO
PAYETTE RIVER
PROPOSED BRIDGE
COUNTY

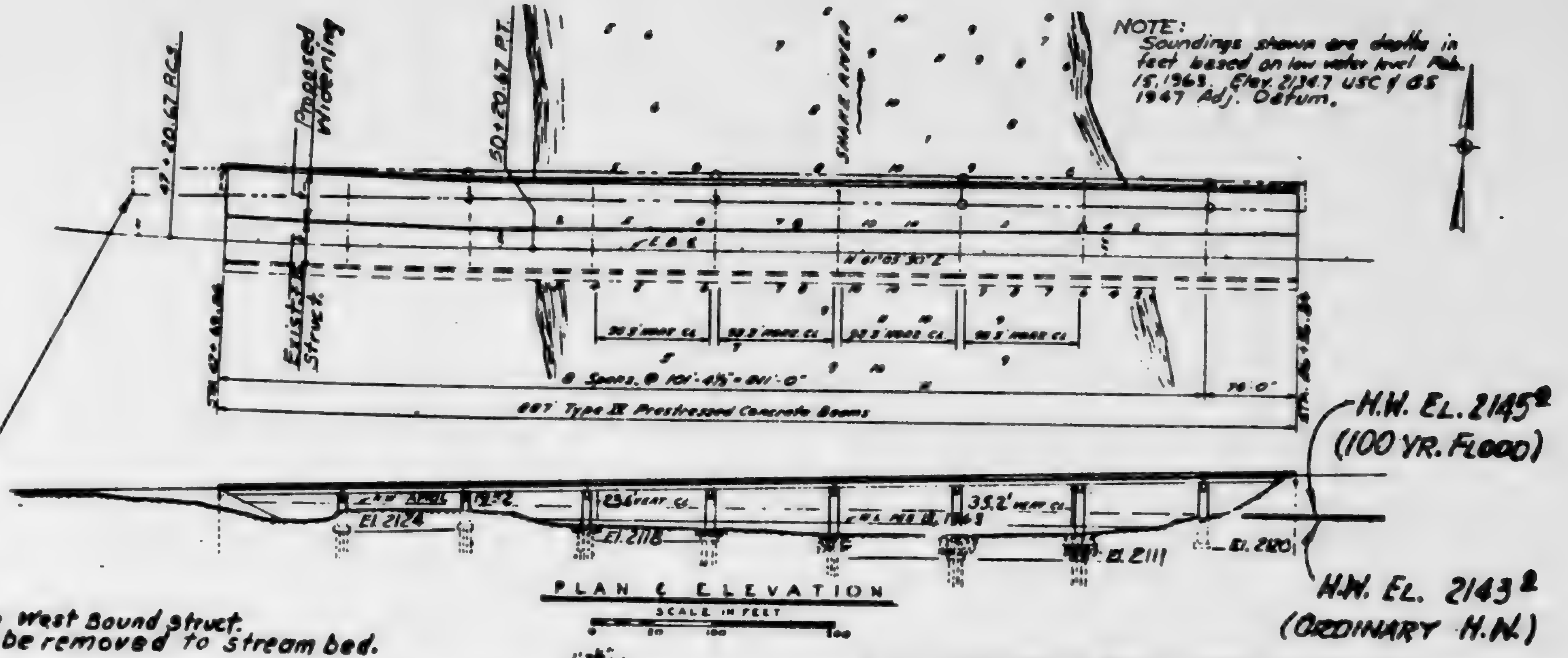
PROPOSED BRIDGE WIDENING

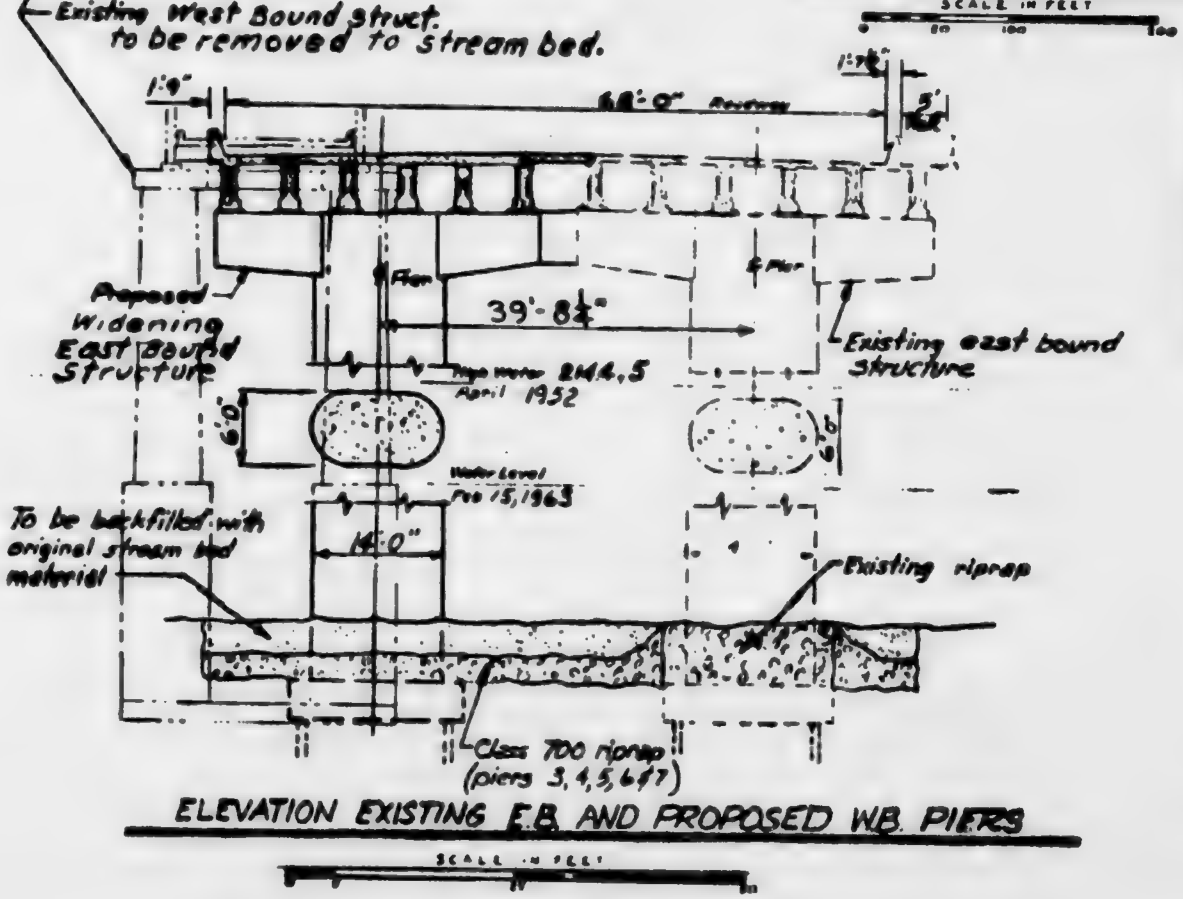
IN: Snake River RIVER MILE: 372.0

NEAR: Ontario COUNTY: Malheur

APPLICANT: Oregon State Highway Division

DATE: February 1984 SHEET 1 OF 3


NOTE:
Soundings shown are depths in feet based on low water level Feb. 15, 1963. Elev. 2134.7 USC & GS 1947 Adj. Datum.
47+20.67 P.C.
Proposed Widening
Existing Struct.
50+20.67 P.T.
SNAKE RIVER
8 Spans @ 101'-4½" = 811'-0"
887' Type III Prestressed Concrete Beams
H.W. EL. 2145±
(100 YR. FLOOD)
H.W. EL. 2143±
(ORDINARY H.W.)
El. 2124
El. 2118
El. 2111
El. 2120
PLAN & ELEVATION
SCALE IN FEET


Existing West Bound struct. to be removed to stream bed.
1'-9"
68'-0" Roadway
5'
Proposed Widening East Bound Structure
39'-8¾"
Existing east bound structure
High water 2144.5 April 1952
6'-0"
Water Level Feb 15, 1963
14'-0"
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap (piers 3, 4, 5, 6 & 7)
SCALE IN FEET

ELEVATION EXISTING E.B. AND PROPOSED W.B. PIERS

	BELOW ORDINARY H.W. EL. 2143±
EXCAVATION	5,100 cy
BACKFILL	4,100 cy
RIPRAP	450 cy
CONCRETE	825 cy *

* INCLUDES 150 cy SEAL CONCRETE

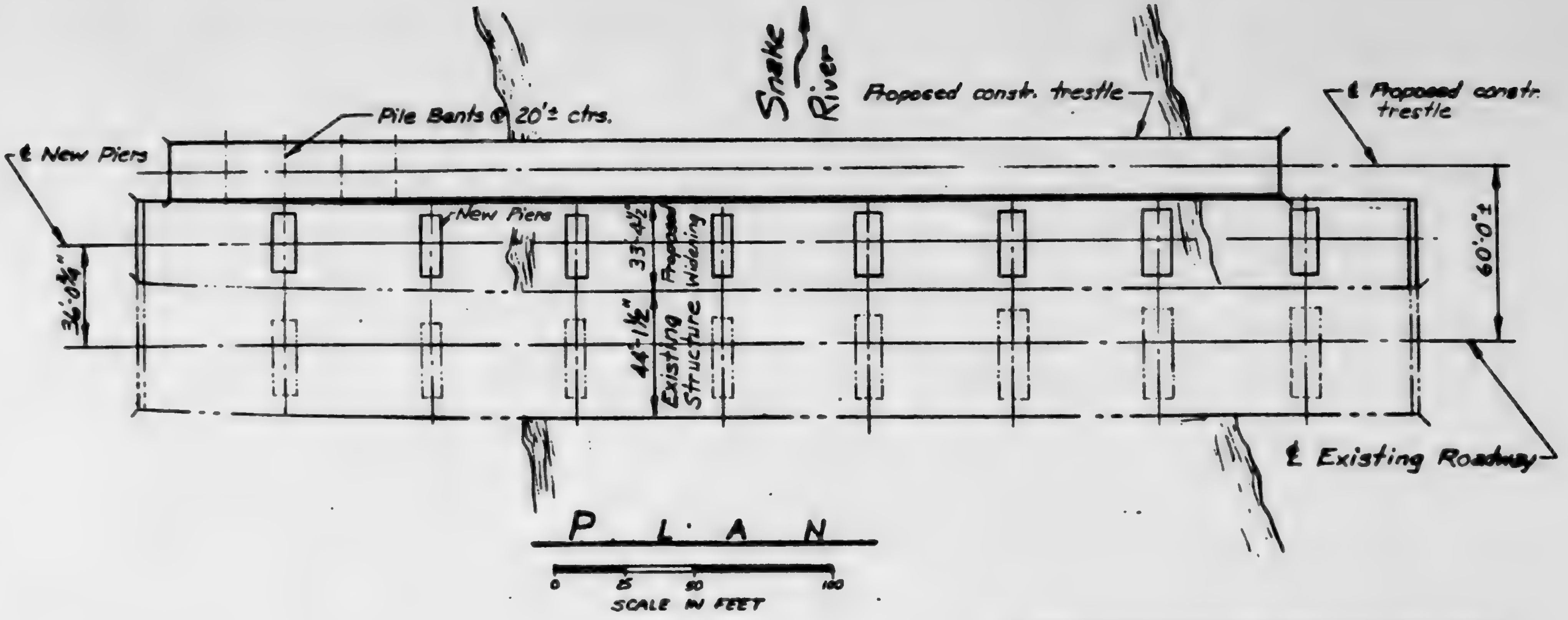
PROPOSED BRIDGE WIDENING

IN: Snake River RIVER MILE: 372.0

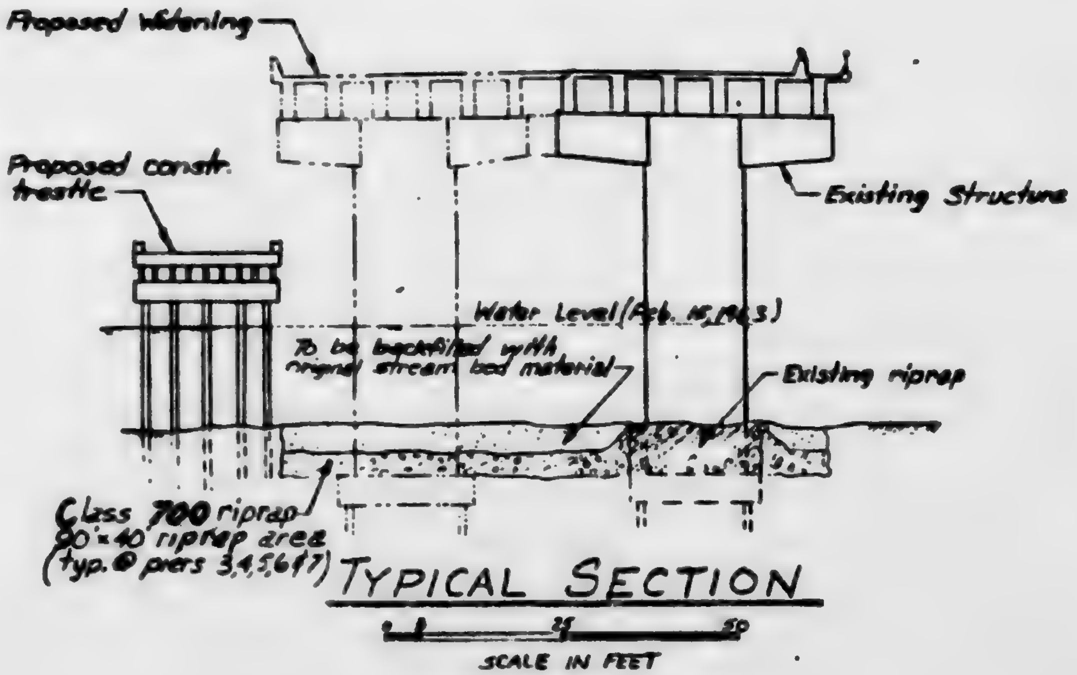
NEAR: Ontario COUNTY: Malheur

APPLICANT: Oregon State Highway Division

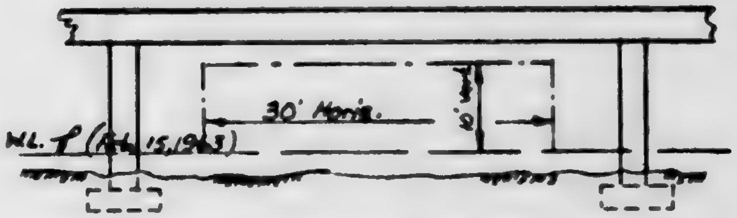
DATE: February 1984 SHEET 2 OF 3


Snake River
Proposed constr. trestle
℄ Proposed constr. trestle
Pile Bents @ 20'± ctrs.
℄ New Piers
New Piers
33'-4½" Proposed Widening
44'-1½" Existing Structure
36'-0¾"
60'-0"±
℄ Existing Roadway
0
25
50
100
SCALE IN FEET

P L A N


Proposed Widening
Proposed constr. trestle
Existing Structure
Water Level (Feb. 15, 1963)
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap
90'×40' riprap area
(typ. @ piers 3,4,5,6 & 7)
0
25
50
SCALE IN FEET

TYPICAL SECTION


30' Horiz.
10'
W.L. (Feb. 15, 1963)

CONSTRUCTION CLEARANCES

No Scale

The contractor shall provide the horizontal and vertical navigation construction clearances shown above in any part of any one river span.

PROPOSED BRIDGE WIDENING

IN: Snake River RIVER MILE: 372.0

NEAR: Ontario COUNTY: Malheur

APPLICANT: Oregon State Highway Division

DATE: February 1984 SHEET 3 OF 3

9167

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
Serial 647
7 December 1983

Mr. E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch
Oregon State Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Hunter:

We have received your application for a Coast Guard bridge permit to widen the existing highway bridge carrying eastbound traffic across the Snake River near Ontario, Oregon. Because of our present workload, it will be several weeks before we can complete our preliminary review. It is possible that a permit may not be required for this project because of legislation enacted last year concerning waterways that are not tidal and whose navigability is based solely on historic use. We are investigating the applicability of this provision to the Snake River upstream from the Hells Canyon Dam. I will advise of our decision as soon as we complete our analysis. If you have any questions on the status of your application, please call me or my assistant, Wayne Lee.

Sincerely,

John E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

RECEIVED
TECHNICAL SERVICES
DEC 9 '83
REFER TO
Walt [illegible]
FOR
Info Immed R/D D/R Sign [illegible] File

November 28, 1983

Commander
13th Coast Guard District
915 Second Avenue
Seattle, WA 98174

DES 23
10008

ATTN. Aids to Navigation Branch

Proposed Widening of Eastbound
Snake River (Ontario) Bridge
BR 10008

The Highway Division of the Oregon Department of Transportation hereby applies for a permit to widen the existing eastbound structure carrying the Olds Ferry-Ontario Highway over the Snake River in Malheur County, 372 miles above the mouth of the waterway. One set of reproducible permit drawings and four prints each of these drawings, numbered Sheets 1 through 3, and one informational drawing are enclosed.

Legal authority for the structure is found in the General Bridge Act of 1946 as amended in 1964. The laws of the State of Oregon do not require a state permit for this work.

The existing two structures were constructed under navigation permits issued by the U.S. Army Corps of Engineers. The permit for the westbound bridge was issued on October 5, 1923 and the permit for the eastbound bridge was issued on July 7, 1966. An amendment to Bridge Permit 144-75 covering the proposed work was issued by the Commandant, U.S. Coast Guard, on December 9, 1975. A second amendment to Bridge Permit 144-75 was issued by your office on January 12, 1979. Due to non-availability of funding, the amended permit lapsed due to no work being performed.

The existing westbound bridge will be completely removed to the natural streambed. It will be replaced by widening the existing eastbound bridge as shown on Sheet 3 of the permit drawings. Proposed construction clearances are shown on the information drawing enclosed with the permit drawings.

The widening of the existing eastbound structure is currently estimated to cost $2,777,000, with the total project estimated to cost $3,200,000 including approaches, roadwork and removal of the existing westbound bridge. Since the gradeline for the widened structure is controlled by the existing eastbound bridge, there is no increase in construction cost due to navigation requirements. The project will utilize Federal-aid Highway Funds. The cost of the project will be borne equally by the States of Oregon and Idaho.

The impact of the project on the human environment, fish and wildlife and Section 4f lands were discussed in the environmental documents accompanying the application for the permit issued December 9, 1975. No events have occurred since that time to change the environmental determination.

The project will include 5,100 cubic yards of excavation, 450 cubic yards of riprap pier protection and 825 cubic yards of concrete in the streambed. The existing eastbound structure was built by the Oregon State Highway Department in 1967. Ownership of this bridge is held jointly by the States of Oregon and Idaho.

Traffic on the existing westbound structure will re rerouted onto the existing eastbound bridge. The westbound bridge will be removed to the streambed and the new westbound portion constructed. Upon completion, there will be two traffic lanes available in each direction.

Please advise us of any requirements for navigation lights on this structure.

Enclosed is a list of the property owners adjacent to both ends of the structure.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter (enc.)
Walt Hart
J. H. Versteeg "
Cam Gilmour "
Frank Terpin "
R. D. Hector "

ENCLOSURE FOR LETTER TO
Commander
November 22, 1983

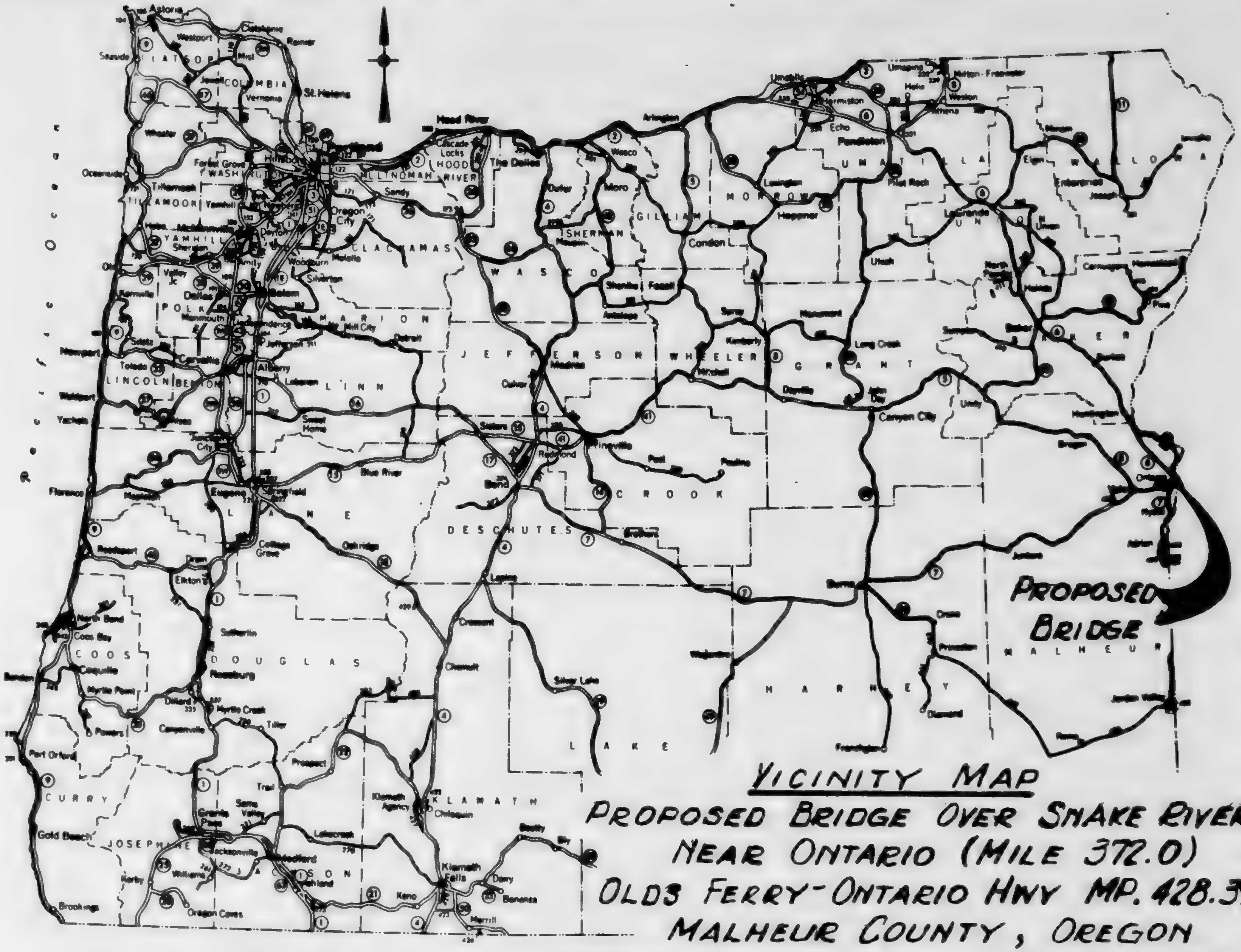
Property Owners Adjacent to Snake River
(Ontario) Bridge
Olds Ferry-Ontario Highway
Malheur County
BR 1000B

1. City of Ontario
   City Hall
   Ontario, OR 9714

2. R. V. and Evelyn Shoemaker
   P. O. Box 667
   Ontario, OR 97914

3. L. T. D. Properties
   c/o Lodiz Carlson
   427 Euclid Avenue
   Sand Point, ID 83864

4. City of Fruitland
   City Hall
   Fruitland, ID 83619

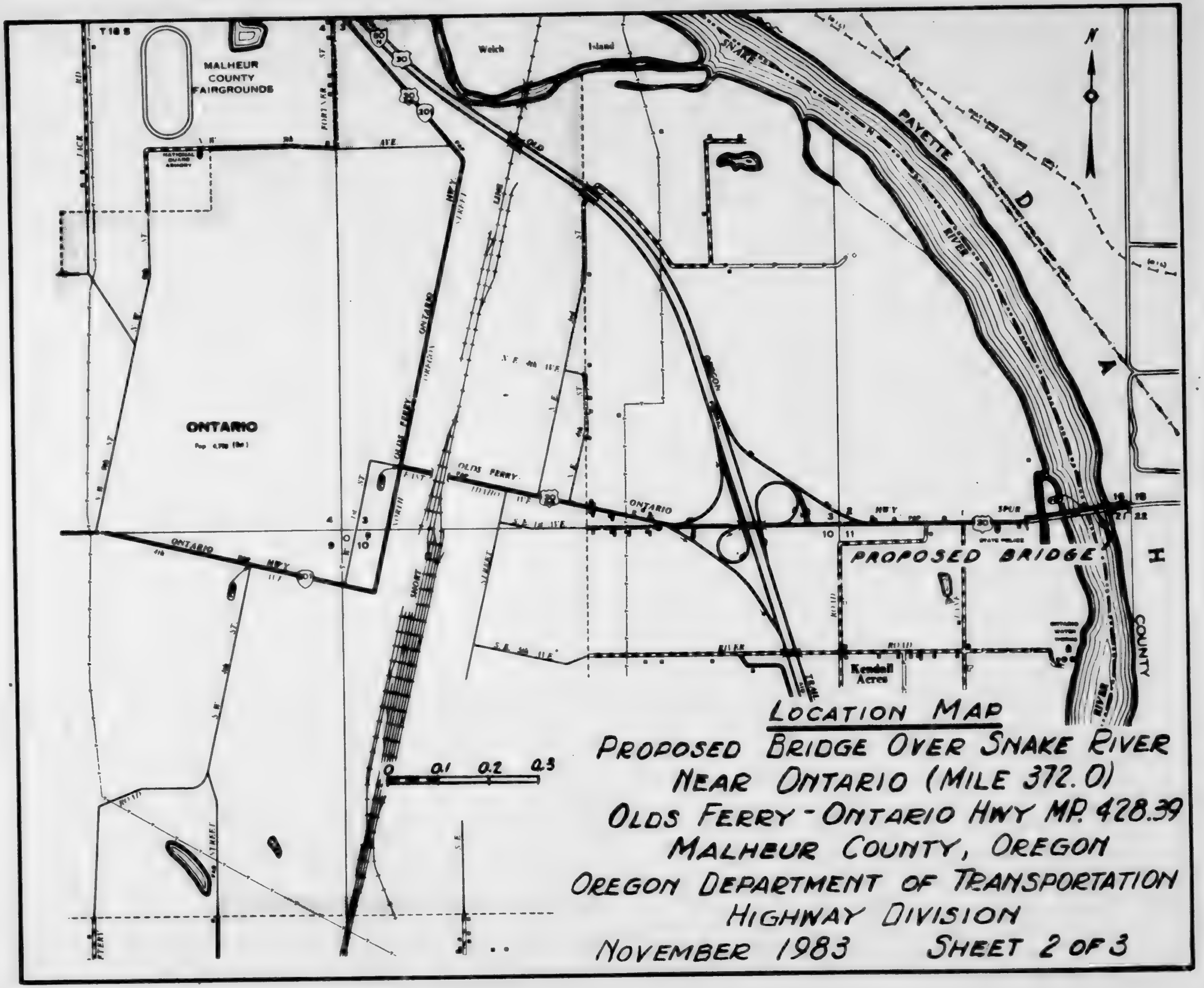

PROPOSED BRIDGE
Pacific Ocean
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
YAMHILL
CLACKAMAS
POLK
MARION
LINCOLN
BENTON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
JEFFERSON
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
GRANT
WHEELER
CROOK
HARNEY
MALHEUR
Astoria
Seaside
Portland
St. Helens
Hood River
The Dalles
Pendleton
Salem
Eugene
Bend
Burns
Ontario
Coos Bay
Roseburg
Medford
Klamath Falls
Brookings

SCALE IN MILES

0 10 20 30 40 50

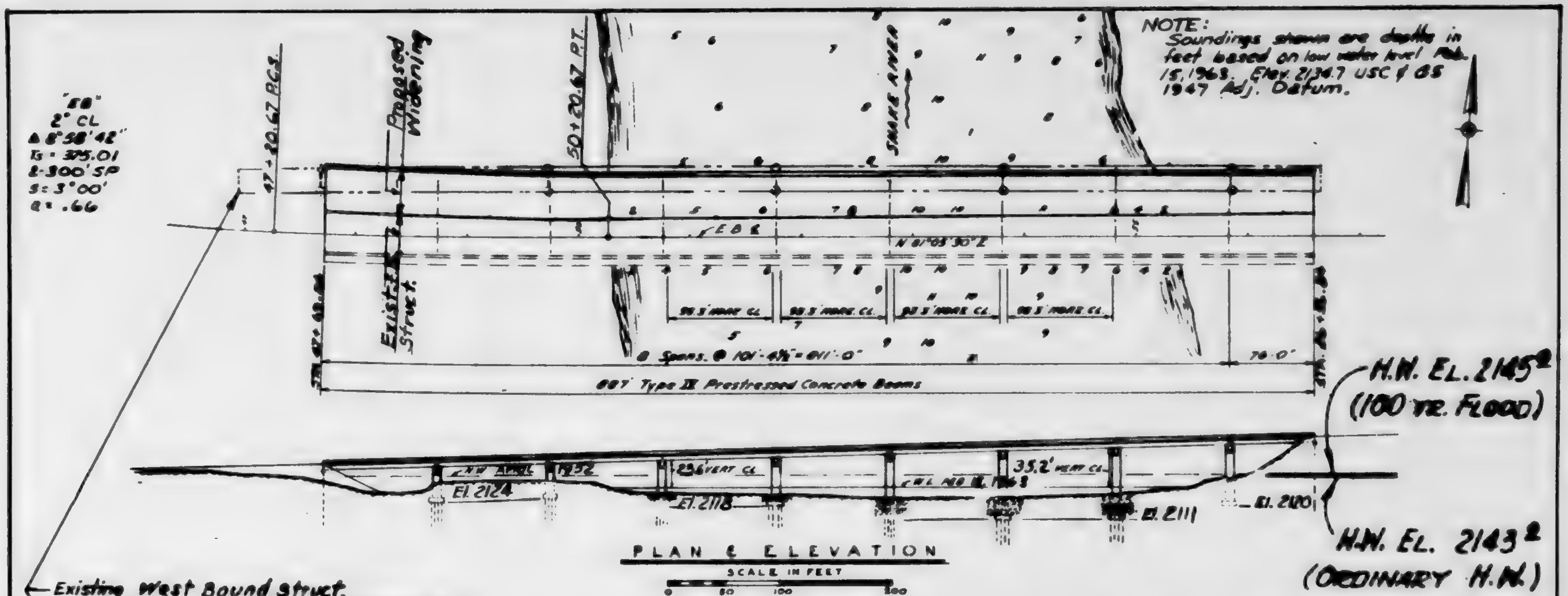
VICINITY MAP

PROPOSED BRIDGE OVER SNAKE RIVER
NEAR ONTARIO (MILE 372.0)
OLDS FERRY-ONTARIO HWY MP. 428.39
MALHEUR COUNTY, OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NOVEMBER 1983 SHEET 1 OF 3

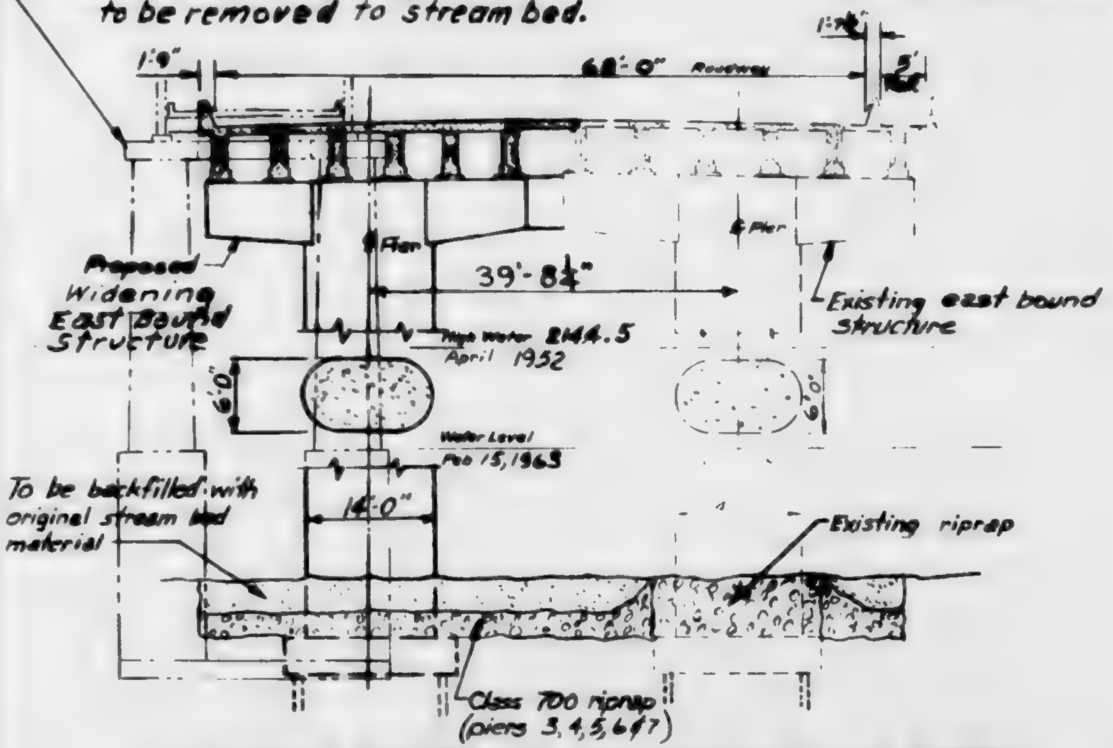

N
MALHEUR COUNTY FAIRGROUNDS
T18S
Welch
Island
SNAKE
RIVER
PAYETTE
I
D
A
H
COUNTY
ONTARIO
OLDS FERRY
ONTARIO
HWY
SPUR
PROPOSED BRIDGE
Kendall Acres
RIVER
ROAD
OREGON
TRAIL
0
0.1
0.2
0.3

LOCATION MAP

PROPOSED BRIDGE OVER SNAKE RIVER
NEAR ONTARIO (MILE 372.0)
OLDS FERRY - ONTARIO HWY MP. 428.39
MALHEUR COUNTY, OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NOVEMBER 1983 SHEET 2 OF 3
"


NOTE:
Soundings shown are depths in feet based on low water level Feb. 15, 1963. Elev. 2134.7 USC & GS 1947 Adj. Datum.
"EB"
2° CL
Δ 8°58'42"
Ts = 375.01
2-300' SP
S = 3°00'
e = .66
47+20.67 B.C.S.
Proposed Widening
Existing Struct.
50+20.67 P.T.
SNAKE RIVER
N 61°03'30" E
8 Spans @ 101'-4½" = 811'-0"
70'-0"
Type III Prestressed Concrete Beams
H.W. El. 2145±
(100 YR. FLOOD)
H.W. El. 2143±
(ORDINARY H.W.)
El. 2124
El. 2118
El. 2111
El. 2120
35.2' vert cl.
23.6' vert cl.
April 1952
SCALE IN FEET
0
50
100
200

PLAN & ELEVATION

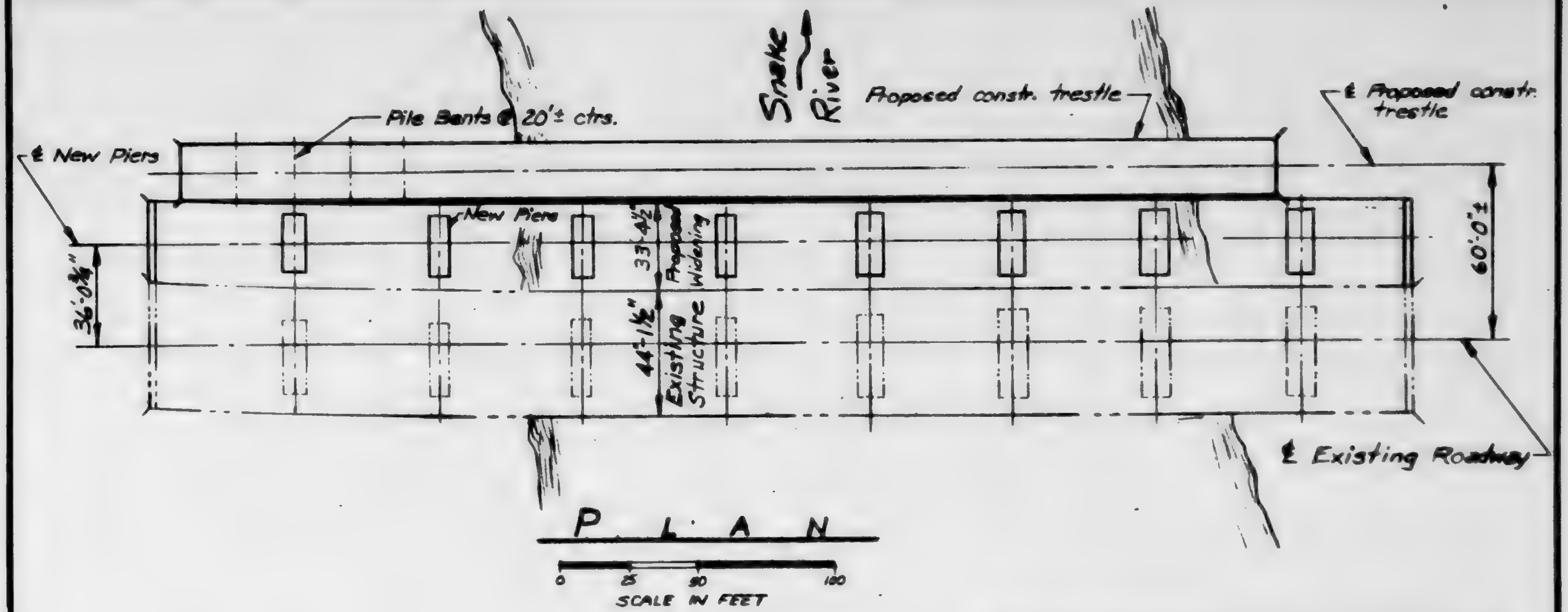

Existing West Bound struct. to be removed to stream bed.
1'-9"
68'-0" Roadway
1'-9"
Proposed Widening East Bound Structure
39'-8½"
Existing east bound structure
High Water 2144.5 April 1952
6'-0"
6'-0"
Water Level Feb 15, 1963
14'-0"
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap (piers 3, 4, 5, 6 & 7)

ELEVATION EXISTING E.B. AND PROPOSED W.B. PIERS

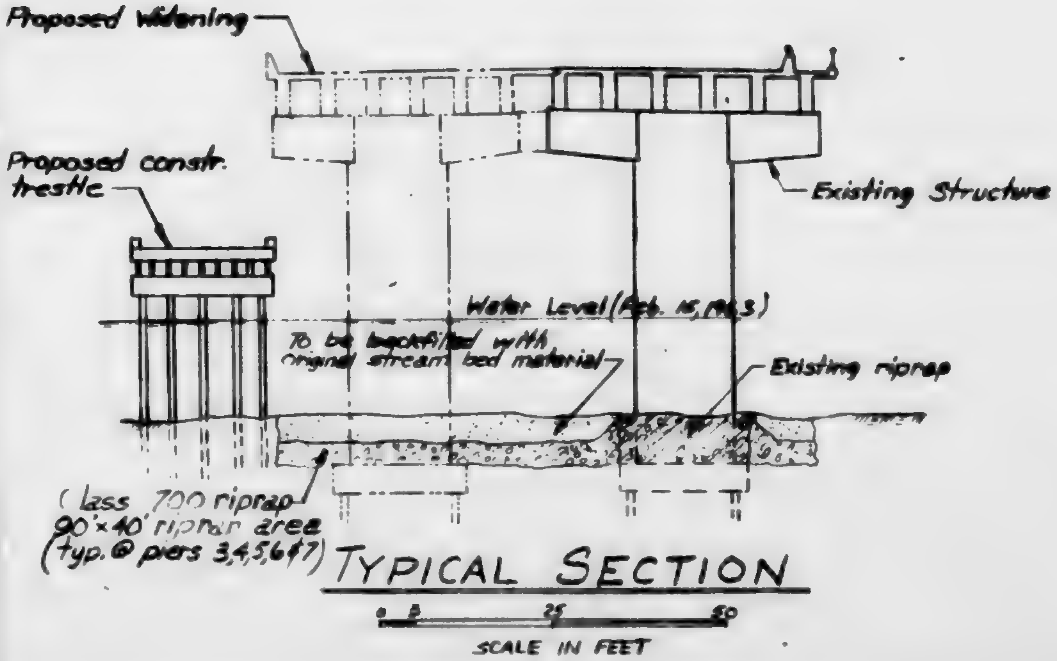
	BELOW ORDINARY H.W. EL. 2143±
EXCAVATION	5,100 cy
BACKFILL	4,100 cy
RIPRAP	450 cy
CONCRETE	825 cy *

* INCLUDES 150 cy SEAL CONCRETE

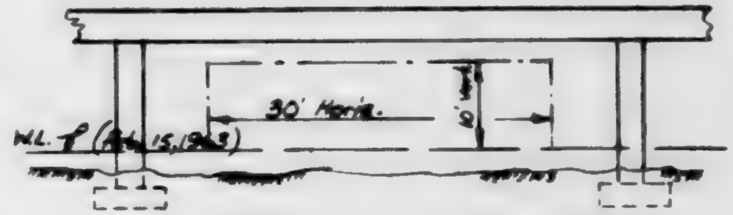
PROPOSED BRIDGE OVER SNAKE RIVER
NEAR ONTARIO (MILE 372.0)
OLDS FERRY - ONTARIO HWY M.P. 428.39
MALHEUR COUNTY, OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NOVEMBER 1983 SHEET 3 OF 3


Snake River
Proposed constr. trestle
℄ Proposed constr. trestle
Pile Bents @ 20'± ctrs.
℄ New Piers
New Piers
33'-4½"
Proposed Widening
44'-1½"
Existing Structure
36'-0¾"
60'-0"±
℄ Existing Roadway
0
25
50
100
SCALE IN FEET

P L A N


Proposed Widening
Proposed constr. trestle
Existing Structure
Water Level (Feb. 15, 1983)
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap
90'×40' riprap area
(typ. @ piers 3,4,5,6 & 7)
0
5
25
50
SCALE IN FEET

TYPICAL SECTION


30' Horiz.
10'
W.L. ℄ (Feb. 15, 1983)

CONSTRUCTION CLEARANCES

No Scale

The contractor shall provide the horizontal and vertical navigation construction clearances shown above in any part of any one river span.

INFORMATION SHEET

PROPOSED BRIDGE OVER SNAKE RIVER
NEAR ONTARIO (MILE 372.0)
OLDS FERRY - ONTARIO HWY. M.P. 428.39
MALHEUR COUNTY, OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NOVEMBER 1983

November 23, 1983

DES 23
10008

E. D. Tisdale, P.E.
Chief of Engineering Services
Idaho Transportation Department
P.O. Box 7129
Boise, ID 83707

We appreciate the action of the Idaho Transportation Board in approving funding for 50 percent of the project costs for the Snake River Bridge on US30. This project is currently carried on the Oregon Department of Transportation Six-Year Program for construction in 1984.

The PS&E documents for the project are essentially complete. The advertising date will be controlled by the requirement to secure a new Coast Guard Permit for the crossing. We estimate that it will take approximately six months to acquire that permit. We anticipate advertisement and receipt of bids by May 1984.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

ESH:WJH:jrb ge

bc W. J. Hart
Gary Potter
R. D. Hector
J. H. Versteeg
Construction

STATE OF IDAHO

JOHN V. EVANS
GOVERNOR
IDAHO TRANSPORTATION BOARD
CARL C. MOORE - CHAIRMAN
LLOYD F. BARRON - VICE CHAIRMAN
ROY I. STROSCHEIN - MEMBER
DARRELL V MANNING
DIRECTOR

TRANSPORTATION DEPARTMENT

P.O. BOX 7129 BOISE, IDAHO 83707

November 2, 1983

Oregon Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Attention: E. S. Hunter, Assistant State Highway Engineer

Ed

Dear Mr. Hunter:

I am pleased to advise you of the Idaho Transportation Department Board's action on October 17, 1983, concerning the Snake River Bridge project between Idaho and Oregon on U.S. 30. Action was taken to program this project in FY 1984. We plan to obligate federal bridge funds and provide State match for 50 percent of the total estimated $3.2 million project in close coordination with your efforts.

Please advise us as soon as possible of your time frame to obligate federal funds, advertise and let a contract. Timing is important due to our FY 1984 1st quarter obligational limitation.

Your effort to bring about the implementation of this project is most appreciated. Contact me if we can be of further assistance.

Sincerely,

E. Dean Tisdale

E. D. Tisdale, P. E.
Chief of Engineering Services

mjb

RECEIVED
TECHNICAL SERVICES
NOV 7 '83
REFER TO
Hart
FOR

Info	Invest	R/D	D/R	Sign	Act	File
		X				

NOTED
W.J. HART

SAFE TRANSPORTATION MEANS PROGRESS
EQUAL OPPORTUNITY EMPLOYER

September 26, 1983

E. Dean Tisdale, P.E.
Chief of Management and Programs
Idaho Transportation Department
P. O. Box 7129
Boise, ID 83707

DES 23
1000B

Replacement of Westbound Snake River Bridge
Olds Ferry-Ontario Secondary Highway
Ontario Spur
BR 1000B

The existing westbound structure (Bridge 1000) which spans the Snake River between Idaho and Oregon on the Olds Ferry-Ontario Secondary Highway has been in need of replacement for some time.

The narrow steel truss bridge was built in 1925 and has substandard vehicular clearances. The vertical clearance to the overhead steel bracing is approximately 14'-0", and the horizontal clearance is only 18'-0". The bridge carries one lane of traffic. The 1983 ADT for the highway is 12,500 vehicles, and the design ADT is 16,000 vehicles.

The sufficiency rating for this bridge is 27.6. The steel trusses and their bearings have rusted badly. Extensive cracking of the deck is present. The pier shafts have extensive large cracks. Repair or salvaging of the piers of the existing westbound structure is not feasible.

When the existing westbound structure is removed and the existing eastbound structure widened, the bridge will provde four 12-foot lanes, a 4-foot median, two 8-foot shoulders and a 5-foot sidewalk on the upstream side of the structure. The pier locations and span arrangements will match the existing eastbound structure built in 1967.

The plans and specifications for this project are complete. A new Coast Guard permit is required. The present cost estimate for this project is $3.2 million. Oregon will be ready to fund its portion of the cost of the construction at any time Idaho has its 50 percent portion of the project cost available.

In order to allocate the available funds, we need to know your current programming of the Snake River (Ontario Spur) Bridge.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
Gary Potter
J. H. Versteeg
Walt Hart
R. D. Hector

KAK:jrb/ESH:ja

9967

September 2, 1983

PRO 3

Idaho Transportation Department
P. O. Box 7129
Boise, ID 83707

Snake River (Ontario Spur) Bridge
Olds Ferry-Ontario Highway
BR 1000B

We are currently updating our Highway Bridge Replacement Program for the next six years. In order to allocate the available funds, we need to know your current programming of the Snake River (Ontario Spur) Bridge. In November 1980, you recommended that construction be deferred to Fiscal Year 1986.

The plans and specifications for this project are complete. Oregon will be ready to fund its portion of the cost of construction at any time Idaho has its 50 percent portion of the project cost available. We suggest advancing the project to 1984 or 1985 if possible.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
J. H. Versteeg
Gary Potter
Walt Hart

JEC:jrb/ESH:ja

99-1

December 11, 1980

DES 23
Br 1000B

Mr. E. Dean Tisdale, P.E.
Chief of Management and Programs
Idaho Transportation Department
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Tisdale:

Snake River Bridge
Ontario Spur
Olds Ferry-Ontario Highway
Bridge 1000B

This will confirm that we concur in rescheduling the subject structure for construction during FY 1986.

We would like to point out that our current estimate for the project is $3.2 million instead of the $2.476 million indicated in your November 5 letter. Also, with an assumed inflation factor of 10 percent per year, the estimated bridge replacement cost will be $5.2 million in 1986. This will increase each State's share to $2.6 million, which you should consider in programming construction funds.

In addition, we estimate there will be $100,000 in maintenance costs required to keep the existing bridge operable during the next five years.

If you need more information, please let us know.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
D. H. Moehring (enc.)
J. H. Versteeg "
R. L. Schroeder "
Walt Hart

JA:dh ja

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

11-26-80

Bridge Name Snake River County Malheur Bridge No. 1000B
Section and Station Snake River (Ontario Spur) Bridge Highway Olds Ferry - Ontario
Estimate Made By IA Date 11-26-80 Checked By GWV Date 4-14-76
Description 9 Span prestressed concrete (Type IV AASHO Bms) 68 ft Rdwy Widening existing East Bd. Bridge
Estimate From No Plans Sketch Completed Plans Drawing No.
(Strike out the ones which do not apply)
Calculation Book No. 1589 Loading HS20

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All			9%		193 060
Shoring, Cribbing, etc.	All		seals used =	54507		350,000
Structural Excavation	Cu.Yd.	5300		5300	12.00	63600
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No. 117 10BP42)	Lin.Ft.	3520		3520	12.00	42240
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All				25,000	25000
Drive Timber Piling	Lin.Ft.		4500 psi			
Drive Steel Piling 10BP42	Lin.Ft.	3520		3520	2.00	7040
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class 4500	Cu.Yd.	698	825	1523	300.00	456900
" " " 3300	Cu Yd	415	220	635	285.00	180975
Seal " " 3300	Cu Yd	150		150	250.00	37500
Metal Reinforcement	Lbs.	185,000	~~146,000~~ 296	~~331,000~~ 481	0.50	240500
~~" " Epoxy Coated~~			~~150000~~	~~150,000~~	~~0.70~~	
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Prestr. Conc. (Type IV (100'-105')	Each		33	33	12400	409200
" " " " (75'-80')	Each		4	4	9329	37316
Rail # Install exist. pipe rail	Lin.Ft.		887	887	15.00	13305
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe 8" culvert	Lin.Ft.			75	15.00	1125
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.			149	55.00	8195
Expansion Jts. Dwg 22970	Lin.Ft.		~~204~~	233 113	65.00	15145
Electric Conduit 1½ Ø	Lin.Ft.		1371	1371	6.00	8226
Membrane Waterproofing (New Rdwy)	Sq.Yd.			3302	13.50	45900
Rail post dwg 23937	each		6	6	125.00	750
Riprap class 100	cu yd	450		450	12.00	5400
Membrane Waterproofing (Exist Rdwy)				3400	27.00	91800
Removal of old Bridge	All	—	—	—	—	105000
Maintenance of Traffic	All	—	—	—	—	

Subtotal 2338177
Plus 20 Percent for Engineering & Contingencies 467635
TOTAL COST $2805812

80
Grading: 350,000
2805812
3155812 Use $3.2 million

STATE OF IDAHO

JOHN V. EVANS
GOVERNOR
IDAHO TRANSPORTATION BOARD
CARL C. MOORE - CHAIRMAN
LLOYD F. BARRON - VICE CHAIRMAN
ROY I. STROSCHEIN - MEMBER
DARRELL V MANNING
DIRECTOR

TRANSPORTATION DEPARTMENT

P.O. BOX 7129
BOISE, IDAHO 83707

November 5, 1980

E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Hunter:

Financing
Snake River (Ontario Spur) Bridge
Olds Ferry-Ontario Highway
Bridge 1000B

This is to confirm our phone conversation regarding subject bridge. After reviewing our bridge replacement project priorities it is apparent that Idaho will be unable to provide financing to construct the bridge at the present time. Because the bridge has a relatively high sufficiency rating (41) we recommend construction be deferred until at least FY 1986. If you concur, we will program construction funds for that year in the amount of $1.3 million. This is half the total estimated cost of $2.476 million.

If additional information is needed, please advise.

Sincerely,

Dean

E. DEAN TISDALE, P.E.
Chief of Management and Programs

sp

[illegible] SERVICES
NOV 10 '80
REFER TO
Hart
FOR
Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File

[illegible]

[illegible] 1981 estimate

NOTED
L. L. WALLACE

NOTED
W. J. HART

RECEIVED
NOV 17 1980
BRIDGE SECTION

956

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Br 1000B

November 12, 1980

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle WA 98174

NOTED
E. S. HUNTER

Snake River (Ontario Spur) Bridge
Olds Ferry-Ontario Highway
Melheur County, Oregon
Bridge 1000B
River Mile 372.0
Permit No. 144-75

The permit for replacement of the Snake River Bridge will lapse if construction has not started by December 9, 1980.

Funding difficulties have made it impossible to meet this deadline or to predict a date when the project could be contracted. Therefore we have decided not to request an extension of time. A new application will be submitted when funding becomes available.

Walter J. Hart

Walter J. Hart
Bridge Engineer

cc R. B. Jarvis (State of Idaho)
H. A. Schell, FHWA
E. S. Hunter
W. E. Schwartz
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES

NOV 12 '80

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	[illegible]	File

Form 734-3122

1867

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
PLA 14-2

TO: MEMO TO THE FILE

DATE: November 5, 1980

FROM: E. S. Hunter Ed
Assistant State Highway Engineer

SUBJECT: Snake River Bridge
Ontario Spur
US30

Our current Six-Year Highway Improvement Program carries the replacement of the Snake River Bridge, Ontario Spur, in Fiscal Year 1981. The project is currently estimated at 3.4 million dollars and the plans are on the shelf.

Under a 1974 agreement, the States of Oregon and Idaho are to share equally in the replacement project. Both States are carrying their half of the replacement on their current bridge inventory list.

I have discussed the contract schedule date with Dean Tisdale of Idaho and he advises me that it appears Idaho will not be able to participate in the project sooner than 1985 and maybe not until 1990. Their reasons are twofold:

1. That there are several bridges on their critical bridge list which have a higher priority than the Snake River bridge and

2. They do not have adequate State funds to match all of their Federal-aid. Their current estimate is that they will be able to match only about 13 million of the 60 million which they expect to receive in Federal-aid for Fiscal Year 1982.

I asked Dean to send me a letter explaining their situation and suggesting a contract year for us to use in our new program.

In the meantime, we will analyze our needs with regard to maintaining the structure until the late 1980's and be prepared to make a recommendation to Mr. Coulter.

ESH:ja

cc H. S. Coulter
Walt Hart
D. H. Moehring
J. H. Versteeg
R. L. Schroeder

Contains Recycled Materials

9767 t

November 19, 1979

The Honorable E. M. Seuell
Malheur County Judge
251 B Street West
Vale, Oregon 97918

Dear Judge Seuell:

At the recent Transportation Commission meeting in Ontario, you identified several highway-related concerns of Malheur County. I will discuss them with you point by point.

You expressed a concern that there were no rest areas along the Central Oregon Highway between Buchanan and the Idaho state line. We are aware of this problem, and at one time made a study to select suitable locations for rest areas. However, because of the current condition of our highway system and our rather bleak financial outlook, we have not placed a high priority on constructing and maintaining new rest areas.

You point out a need for improvement of US 95 from Jordan Valley toward Ontario. We feel that the section of this highway in Oregon is improved to a more-than-adequate standard and plan no further improvements at this time. By far the worst section of this highway is in Idaho over the Marsing grade. We underatand that Idaho is planning to improve this section and are supportive of their effort.

At your suggestion, we are having a study made of the Cairo Junction intersection. When our study is completed, we will advise you of the results and what we propose to do.

The S.W. 4th Avenue project is in the new Six-Year Highway Improvement Program and is scheduled for construction in fiscal year 1982. Because of the number of right-of-way parcels which will be required, this is the earliest date that the contract can be let.

The State is aware of the County plan for a south side bypass. We conducted reconnaissance studies on alternate bypass routes a few years ago. The study disclosed that a bypass route would definitely help the traffic condition in Ontario, but if a bypass were built, the S.W. 4th Avenue improvement could not be justified. We were told by both the City and the County at the time that they would not push for a bypass if it was going to jeopardize the S.W. 4th improvement. We believe the S.W. 4th improvement will accommodate the traffic for a number of years. I suggest that you not push for a bypass route until such time as the proposed S.W. 4th improvement will no longer handle the traffic.

I believe Mr. Klaboe told you at the Commission meeting that the old steel bridge across the Snake River in east Ontario is a high priority of ours, but we have to wait for the State of Idaho to participate in the project. It is in our new Six-Year Program for 1981, and it will be built at that time if Idaho is ready to participate.

Because of a design error, we are planning to make necessary repairs to the Malheur River Bridge and Butte Drive.

The repair work can be accomplished quicker by the use of State forces than if we go through the steps to award a formal contract. You will be advised what is to be done and when the work will start when our plans are complete.

I would like to encourage you to attend our hearing on the new Six-Year Highway Improvement Program which will be held in Ontario on December 4. The meeting will be held in the City Council Chambers at 7:30 p.m. At that time you will have an opportunity to give formal input to our program.

I hope to see you at the Ontario meeting.

Sincerely,

H. S. Coulter
State Highway Engineer

WES:vt dc

bc F. B. Klaboe
W. E. Schwartz
D. H. Moehring
L. E. George

MALHEUR COUNTY

REFER TO
BY STATE HWY. ENGR.

Judge E. M. Seuell

1) Highway 20 does not have a rest area until you get to Buchanan from the State Line.

2) Highway 95 - stretch of highway needs improving from Jordan Valley this way.

3) Suggested a study be made of the Cairo Junction Interchange. The interchange is confusing when you are coming from Ontario going to Vale. Suggested better lighting.

4) Supports the City of Ontario for their request for improvements on S. W. 4th Avenue.

5) County's objective is a long-range transportation plan for Malheur County, including a bypass route from south of Ontario to I-80 east of Ontario (see letter and map attached).

6) Another concern is the old bridge east of Ontario that crosses the Snake River.

7) State constructed a bridge and now there are some structural problems. Department is working with them on it. (No location given)

Mr. Klaboe advised the Judge that the Snake River Bridge is high on the State's priority list but it is convincing the State of Idaho.

The County of Malheur

Office of the County Court
COURTHOUSE

(503) 473-3123

P.O. BOX 130
VALE, OREGON 97918

October 24, 1979

Testimony to the Highway Commission

We appreciate the Oregon State Highway Commission holding their hearing in Ontario, making it possible for us to present our concerns about our state highways.

Our first objective is to support the City of Ontario with their request for improvements on S. W. 4th Avenue. This problem is urgent and immediate.

Our next objective is our long range transportation plan for Malheur County. Included in this is a by pass road from south of Ontario to I-80 on the east of Ontario.

Our Road Advisory Committee and our Transportation Committee for our Comprehensive Plan are one and the same. Their recommendation is before you in a letter and map showing the proposed route. It has several advantages in that it for the most part follows existing streets and roads. It could be made a truck route and take all of the heavy truck traffic from S. W. 4th Avenue.

Easy access from Butler Boulevard to the city center is available by using Sunset and Alameda Drive and S. W. 4th Street. S. W. 2nd Street would route loaded trucks to Ore-Ida processing plant.

Butler Boulevard was picked as the by pass route as the present planning calls for no residential development south of this road. The land south of this is prime agricultural land and should remain as such. A more southerly route would put a great deal of pressure to subdivide this land. Therefore, we would urge your serious consideration of this plan as soon as it can be realized.

Another concern we have is the old bridge east of Ontario that crosses the Snake River. We feel it should be high on any priority list.

Again, we want to thank you for the opportunity to voice our concerns and hope you have a pleasant stay in Ontario, the capital of Eastern Oregon.

E. M. Seuell

E. M. Seuell
Malheur County Judge

October 24, 1979

To the Oregon Transportation Commission,

The Malheur County Road Advisory Committee representing the Four road districts in Malheur County and the County Road Department recommend that an alternate highway route be provided to improve the flow of traffic through Ontario.

We believe that the widening of the present Butler Blvd. from it's intersection with Highway 201 easterly to it's intersection with Southwest Fourth Street and the lenghtening of Butler Blvd. easterly over the Union Pacific rail lines to Southeast Second Street will provide this needed relief.

This route would reduce the traffic flow through the underpass on Idaho Avenue. It would provide relief for the hauling of farm products to the packing sheds and processing plants along the Union Pacific rail lines.

This route could also be used by traffic going westerly and southerly on Highways 201, 20 and 26 from Interstate 80.

This route could continue easterly from Southeast Second Street to provide for the movement of heavy truck traffic as this urban growth area becomes more industrialized.

Also, it would provide relief from the increasingly heavy traffic flow along Southwest Fourth Avenue by the use of the connecting roads (streets) between Southwest Fourth Avenue and Butler Blvd. Namely, Sunset and Alameda Drives and Southwest Fourth Street.

We support the City of Ontario in their request for the needed improvements on Southwest Fourth Avenue.

We recognize and appreciate the work being done in Malheur County by the Department of Transportation.

N A Toole

N. A. Toole
Chairman of the Road Advisory Committee

9967

HIGHWAY DIVISION

TECHNICAL SERVICES BRANCH

H. S. Coulter
State Highway Engineer

September 27, 1979

From:

E. S. Hunter
Asst. State Highway Engineer

Subject:

Snake River Bridge
Ontario Spur
US30

The Snake River Bridge on the Ontario Spur (US30) was scheduled for Fiscal Year 1979 on the last Six-Year Highway Improvement Program. It is now shown in the new draft program for Fiscal Year 1981. The project has been delayed at the State of Idaho's request.

This morning I discussed scheduling of this project with Idaho and they again advised me that it is their desire to schedule the project for 1981. The reason for this request is that they have two rather large structures needing replacement which will use all of their funds up until 1981. One of the bridges they want to replace is currently propped up with posts and cribbing and must be replaced as soon as possible.

The Snake River structure will not require any heavy maintenance for several years. It would be desirable to replace it as soon as possible because it is a steel through truss with a horizontal clearance of 18 feet and a vertical clearance of 14 feet, 6 inches. There is no load limit on the bridge but it is signed for single lane traffic. The 1978 ADT for the highway is 12,500 vehicles.

I would recommend that the project be retained in the new Six-Year Program for Fiscal Year 1981. The cost of the project is approximately 3.3 million dollars, which is to be shared equally by the States of Oregon and Idaho according to an executed agreement.

ESH:ja

cc D. H. Moehring
J. H. Versteeg
Walt Hart
Pat Schwartz

7067 455 N

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

September 17, 1979

J. H. Versteeg
Road Design Engineer

File 30599
Snake River Bridge Section
Olds Ferry-Ontario Highway
Malheur County

Attached is a description, an authorization, prints, and correspondence for an easement that may be required for subject project, a bridge replacement.

Please hold file until policy regarding Division of State Lands permits is formulated.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:
W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

9467

Vic Atiyeh

April 12, 1979

Mr. E. D. Tisdale
State Highway Administrator
Idaho Transportation Department
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Tisdale:

Financing
Snake River (Ontario Spur) Bridge
Olds Ferry-Ontario Highway
Bridge 10008

Your March 30 letter indicates you believe the full replacement cost of the subject structure was included in Oregon's estimate for Special Bridge Replacement Federal-aid Funds. A review of the relevant documentation shows this is not the case.

My August 11, 1978 letter to you included a project cost estimate of $2,200,000. The cost estimate used in our needs study, as presented to the Federal Highway Administration, is $1.238 million. This is approximately half of the figure shown in my letter to you. The slight discrepancy is apparently due to rounding off or refining of figures.

Since Oregon has claimed only half of the project cost for this structure in its needs estimate, I do not believe that a revision of our 1974 agreement is required.

Sincerely,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
J. H. Versteeg (enc.)
Walt Hart

RWE:dh ja

STATE OF IDAHO

JOHN V. EVANS
GOVERNOR
IDAHO TRANSPORTATION BOARD
CARL C. MOORE - CHAIRMAN
LLOYD F. BARRON - VICE CHAIRMAN
ROY I. STROSCHEIN - MEMBER
DARRELL V MANNING
DIRECTOR

TRANSPORTATION DEPARTMENT

P.O. BOX 7129 [redacted] BOISE, IDAHO 83707

March 30, 1979

Mr. E. F. Hunter
Technical Services Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

I have attached a proposed addendum to our 1974 Agreement covering the construction of the Snake River Bridge at Ontario. We are proposing this addendum as a result of the manner in which the distribution of special bridge replacement Federal-aid funds are distributed among the states. As you know, these funds are distributed upon the basis of the individual state's needs as compared to the total national needs in the program.

As Oregon has included the total replacement need for the bridge in question in their estimate, they therefore have received the benefit in terms of Federal-aid apportionments in this program. We therefore suggest the changes as proposed in the attached addendum.

Sincerely,

E. D. Tisdale

E. D. TISDALE, P.E.
State Highway Aministrator

jt
Attachment

RECEIVED
APR 4 1979
BRIDGE SECTION

RECEIVED
TECHNICAL SERVICES
APR 4 '79
REFER TO
Dale Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

SAFE TRANSPORTATION MEANS PROGRESS
EQUAL OPPORTUNITY EMPLOYER

ADDENDUM

THIS ADDENDUM, made and entered into this ________ day of ______________________________, 1979, by and between the STATE OF OREGON, by and through its Department of Transportation, Highway Division, hereinafter called "Oregon", and the STATE OF IDAHO, by and through its Board of Highway Directors, hereinafter called "Idaho";

WHEREAS, Oregon and Idaho entered into an Agreement approved by the Idaho Board of Highway Directors on April 11, 1974, and by the Chairman of the Oregon Transportation Commission on May 31, 1974, concerning a project to provide a four lane facility by widening or replacing the Snake River Bridge on the Olds Ferry-Ontario Highway No. 455 Spur (US 30); and

WHEREAS, the above referenced Agreement provided that the parties would finance the project on an equal basis; and

WHEREAS, the parties failed to take into account that the annual bridge inspection needs estimate is the basis for allocating federal aid special bridge replacement funds to the state and that allocations based upon the percentage of the total national need found in the state in question on a direct ratio and that Oregon has carried the total need for the bridge in question;

NOW THEREFORE, the parties do hereby agree to revise and amend the above said Agreement as follows:

1. Paragraph Three of the original Agreement under Recitals is hereby amended to read as follows:

WHEREAS, Oregon and Idaho are determined that the actual cost of the bridge portion of the project is to be financed 80% by Oregon's special bridge replacement federal-aid fund, and 10% by Oregon and 10% by Idaho. Each state shall bear the cost of the approach within its own border.

2. Paragraph Seven of the original Agreement under Things To Be Done By Oregon, is hereby amended to read as follows:

The total actual cost of the construction of the said bridge excluding the necessary approaches as provided in Paragraph Two of the General Provisions but including the cost of foundation tests, construction engineering, and the design of the bridge shall

RECEIVED
APR 4 1979
BRIDGE SECTION

be paid in the ratio, 10% by Idaho and 90% by Oregon; but all payments of estimates made as the work progresses shall, in the first instance, be paid by Oregon and Oregon thereafter shall furnish Idaho with a true copy of the estimate and the payment made. Idaho shall thereupon reimburse Oregon for the appropriate share as set out above of the amount of the estimate paid by Oregon.

3. Paragraph Nine of the original Agreement under Things To Be Done By Oregon is to be amended as follows:

Upon receipt of a voucher calling for payment of the final estimate, Idaho shall remit to Oregon its share as established in Paragraph Seven as amended.

4. Paragraph Four of the original Agreement under Things To Be Done By Idaho is to be amended as follows:

Upon submission of invoices from Oregon covering progress estimates paid by the contractor, reimburse Oregon in the amount of 10% of all such estimates within 60 days.

5. Paragraph Five of the original Agreement under Things To Be Done By Idaho be amended as follows:

Upon receipt of invoices from Oregon showing all costs incurred, including final estimates to contractor, preparation of plans, design engineering costs, specifications and estimates, advertising for bids, and supervising the construction, reimburse Oregon in the amount of 10% of the cost of the bridge and the entire cost of planning, design engineering cost and construction (including but not limited to preparation of plans, design, engineering costs, specifications and estimates, advertising for bids and supervising construction) of the approach located in Idaho within 90 days thereof.

6. Paragraph One of the original Agreement under General Provisions is to be amended as follows:

Each party hereto is to assume the same of the actual costs of construction of said bridge as established above and in addition, one-half of the future costs of its maintenance.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year hereinabove written.

This Addendum was approved by the Idaho Board of Highway Directors on ________________________, 1979, at which time the Idaho State Highway Engineer was authorized and directed to sign said Addendum for and on behalf of the Board. Said authority is set forth in Volume ____, Page ____, Minute Book of the Idaho Board of Highway Directors.

APPROVED AS TO FORM:

____
Chief Legal Counsel

____
Administrator
Idaho Transportation Department
Division of Highways

APPROVED:

____
Secretary of the Board

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on ____ by ____, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the contract on behalf of the Commission.

APPROVED:

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division

____
Assistant State Highway
Engineer

APPROVED AS TO FORM:

____
Administrator and State Highway
Engineer

____
Assistant Attorney General
and Counsel

.9867

t

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 18, 1979

Mr. B. E. Sessions
Chief of Development
Idaho Transportation Department
P O Box 7129
Boise ID 83707

NOTED
E. S. HUNTER

Snake River Bridge
Ontario, Oregon
Bridge 1000B
Coast Guard Permit - Amendment

Attached for your information is a copy of an amendment to the Coast Guard Permit for the subject structure (Permit No. 144-75).

This Amendment advances the date when commencement of work must begin to prevent lapse of the permit. That date is now December 19, 1980.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

Attachment

cc E. S. Hunter /w/ attach.

RECEIVED
TECHNICAL SERVICES
JAN 18'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE

12 January 1979

AMENDMENT TO BRIDGE PERMIT
(144-75a)

WHEREAS by a permit issued 7 July 1966, the Secretary of the Army approved the location and plans of a bridge to be constructed by the Oregon State Highway Department across the Snake River near Ontario, Oregon, under authority of the General Bridge Act of 1946, and that the bridge was constructed;

AND WHEREAS certain functions, powers and duties of the Secretary of the Army under said Act were transferred to and vested in the Secretary of Transportation by Section 6(g) (6) (C) of the Department of Transportation Act (80 Stat. 931) and have been delegated by the Secretary to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations;

AND WHEREAS the Commandant of the Coast Guard amended the permit on 9 December 1975 to approve plans for modification of the bridge.

AND WHEREAS condition 5 of the permit, as amended, fixed the time for commencing construction of said bridge to 9 December 1978, and the - OREGON STATE DEPARTMENT OF TRANSPORTATION (formerly Oregon State Highway Department) - now requests the time for commencing construction of the bridge be extended;

NOW THEREFORE, This is to certify that said request is approved with condition 5 of the original permit, as amended, modified to reflect the time extension as follows:

5. The approval hereby granted shall cease and be null and void unless modification of the bridge is commenced within 2 years and completed within 4 years after 9 December 1978.

In granting this approval, all other conditions of the original permit shall remain in force.

C. E. LARKIN
Rear Admiral,U.S. Coast Guard
Commander, 13th Coast Guard District

9367

STATE OF OREGON 1859

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 4, 1978

Commander (oan)
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

Att: R. C. Walton, Chief
Aids to Navigation Branch

Ref: PN 78-N-16 (Snake River - Bridge)

Dear Sir:

I approve the project subject to the conditions outlined in Material Removal/Fill Permit No. 1900 to be issued by the Division of State Lands.

On October 19, 1978, the Department of Environmental Quality certified there was reasonable assurance that the project, as described, would not violate applicable water quality standards.

Sincerely,

Governor

RWS:ph

cc: Department of Transportation ✓
Division of State Lands
Department of Environmental Quality
Department of Fish and Wildlife
U. S. Fish and Wildlife Service

RECEIVED
STATE HWY ENGR
[illegible] 1978
REFER TO

12-7-78

COPY

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442-5864

RECEIVED
STATE HWY ENGR
OCT 04 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

16590
Serial 480
26 September 1978

In reply refer to
Proposed Bridge Widening
Crossing the Snake River
near Ontario, Oregon

PUBLIC NOTICE NO. 78-N-16

BRIDGES

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District from the Oregon Department of Transportation for a 1-year extension of time to an approved bridge permit. A permit was granted for the proposed bridge on 9 December 1975 which required commencement by 9 December 1978. The applicant has been unable to meet the commencement date of the permit and has, therefore, requested an extension of that date to 9 December 1979. The completion date would likewise be extended to 9 December 1981. All other conditions of the original permit would remain in force.

WATERWAY AND LOCATION

Snake River Mile 372.0 near Ontario, Oregon (Highway U. S. 30).

CHARACTER OF WORK

The proposal is to replace the existing steel truss bridge which carries the two westbound traffic lanes of Highway U. S. 30. This truss bridge was reconstructed in 1924 in accordance with permit granted 4 October 1923.

Under permit dated 7 July 1966 a second bridge was constructed in 1968 adjacent upstream to the steel truss bridge. This newer bridge now carries the two eastbound traffic lanes. This proposal is to widen the bridge constructed in 1968 to carry both east and west bound traffic lanes. The old steel truss bridge reconstructed in 1924 would be completely removed.

Navigation clearances after the bridge is widened will be the same as provided by the bridge which was constructed in 1968.

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the bridge widening will be granted rests upon the effect of the proposal on navigation, environment, etc. Other pertinent facts, such as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc., will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. The applicant has conducted an environmental assessment of the project which is on file in the office of Commander, Thirteenth Coast Guard District. The Coast Guard will conduct an independent investigation of the environmental effect the proposed bridge widening will have on the quality of the human environment. From information presently available, it appears the FHWA Negative Declaration of environmental effect filed with the original permit will remain in force.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, on the suitability of the time extension, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the office of Commander, Thirteenth Coast Guard District, ATTN: Aids to Navigation Branch, 915 - 2nd Avenue, Seattle, Washington 98174 through 31 October 1978.

This notice consists of two pages, four sheets of drawings and one sheet Oregon Department of Environmental Quality Public Notice.

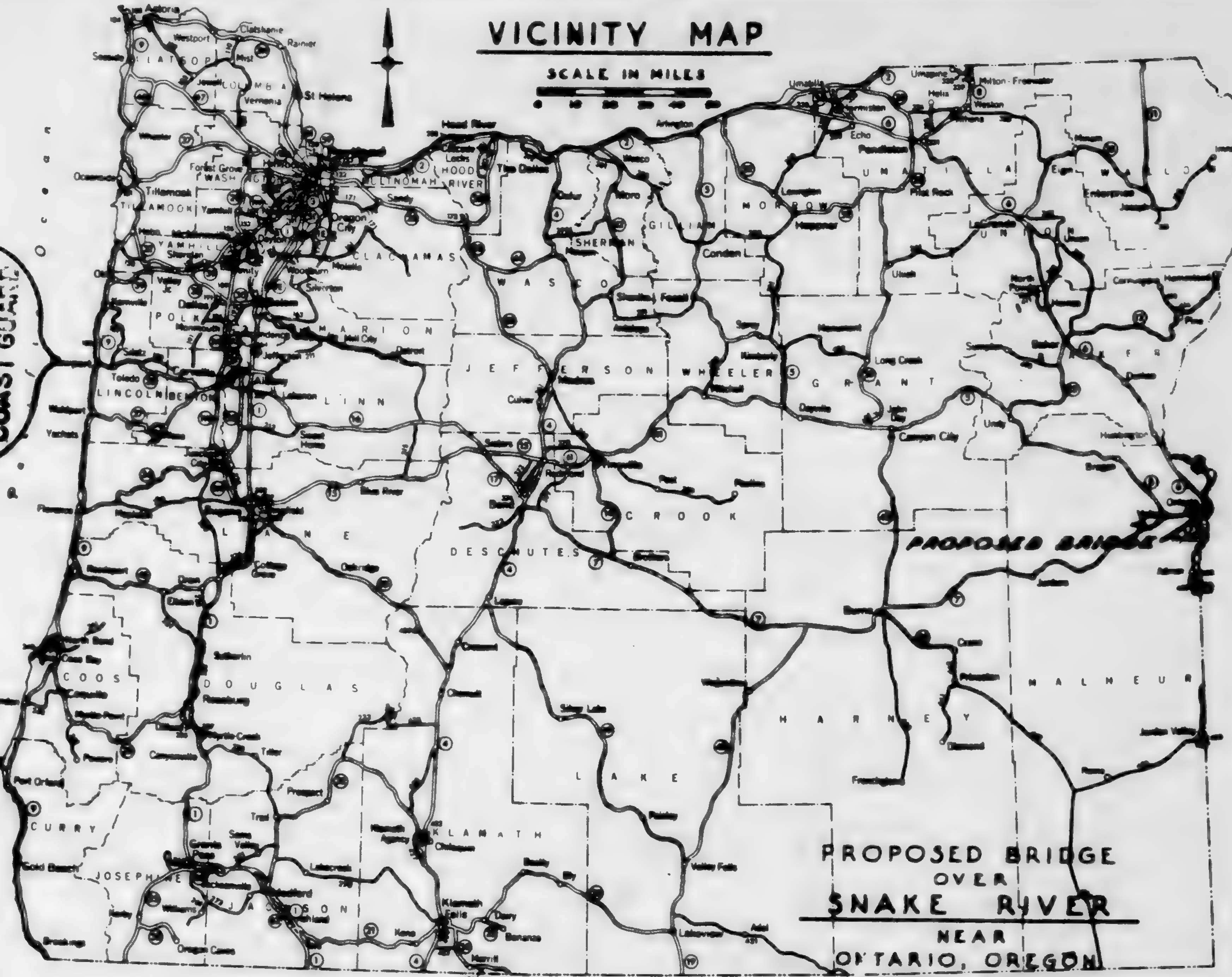
Sincerely,

J H Holmead

J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

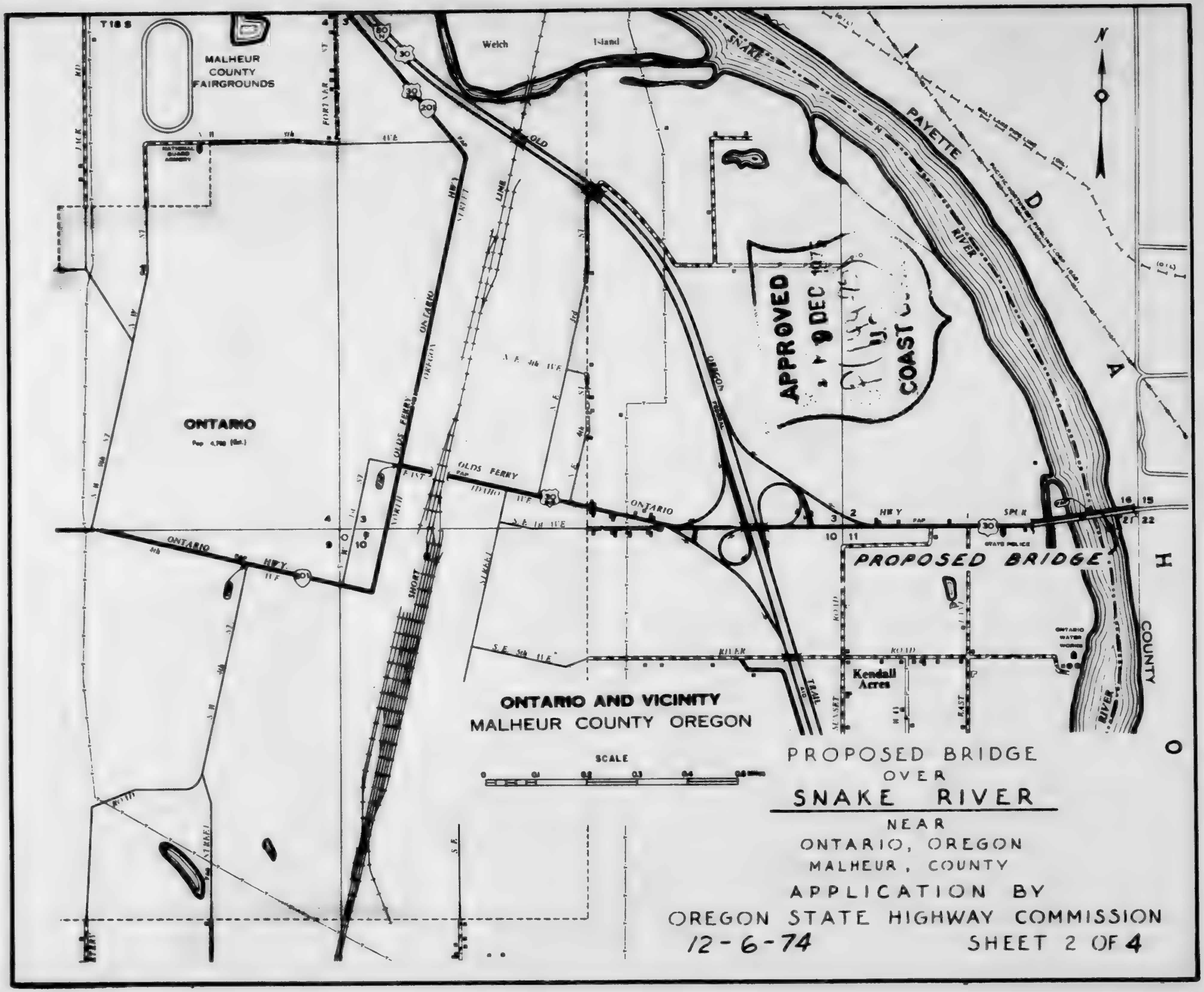
Encl: (1) Drawings (4)
(2) P/N OR DEQ

VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
CLATSOP
COLUMBIA
TILLAMOOK
WASH
YAMHILL
POLK
LINCOLN
BENTON
MARION
CLACKAMAS
MULTNOMAH
HOOD RIVER
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
JEFFERSON
WHEELER
GRANT
LINN
LANE
DESCHUTES
CROOK
COOS
DOUGLAS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
MALHEUR
Ocean
PROPOSED BRIDGE

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74 SHEET 1 OF 4

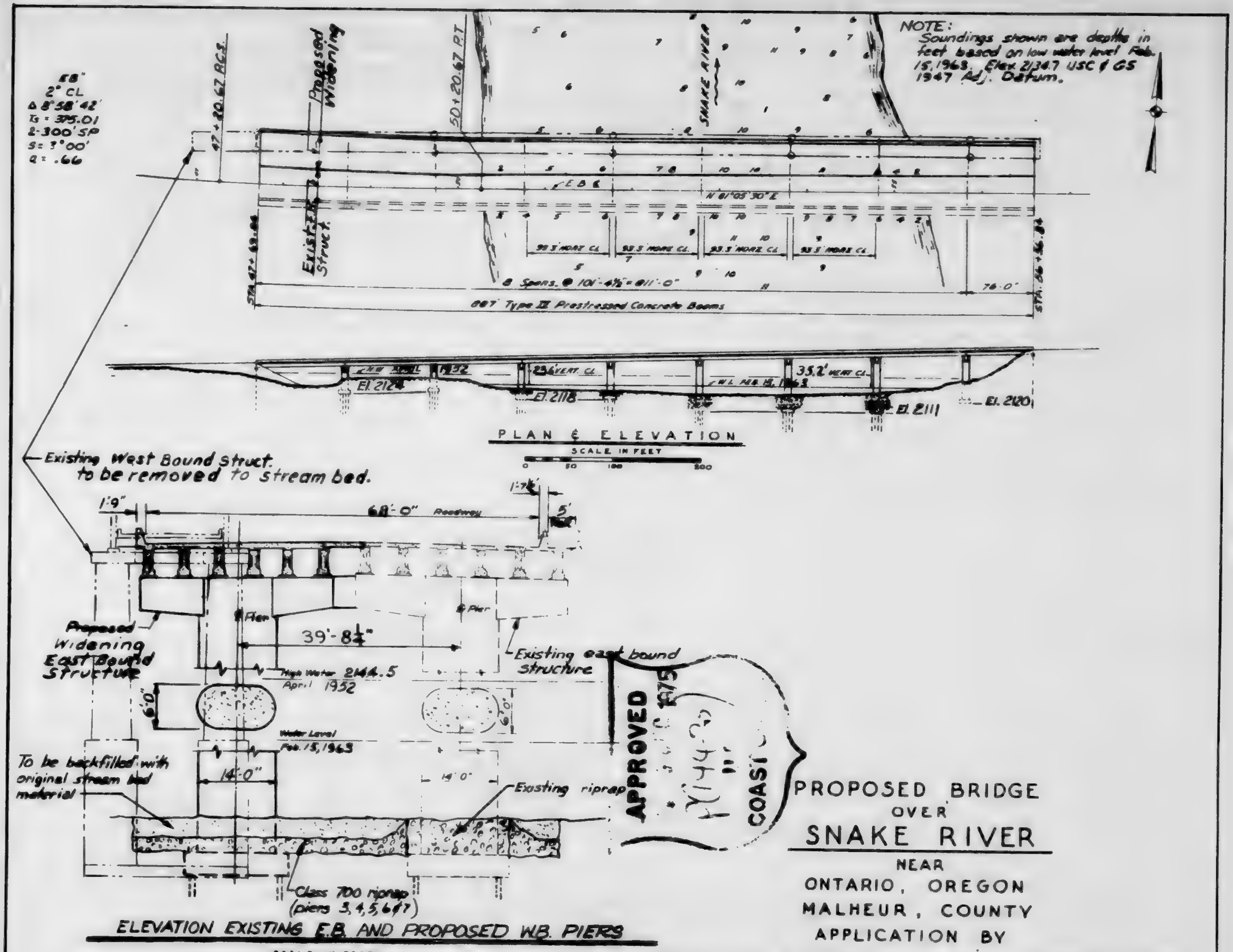
APPROVED
9 DEC 1975
U.S.
COAST GUARD


MALHEUR
COUNTY
FAIRGROUNDS
T18S
JACK RD
FORTNER ST
NATIONAL GUARD ARMORY
Welch
Island
SNAKE
PAYETTE
RIVER
I
D
A
H
O
COUNTY
N
OLD
HWY
LINE
STREET
ONTARIO
OREGON
OLDS FERRY
IDAHO AVE
EAST
NORTH
SHORT
ONTARIO
Pop. 4,700 (Est.)
OREGON FEDERAL AID TRAIL
PROPOSED BRIDGE
SPUR
STATE POLICE
ONTARIO WATER WORKS
RIVER ROAD
Kendall Acres
SUNSET
EAST
30
201
80N
SCALE

APPROVED
19 DEC 197
COAST

ONTARIO AND VICINITY
MALHEUR COUNTY OREGON

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74
SHEET 2 OF 4


EB
2° CL
Δ 8°58'42'
Ts = 375.01
2-300' SP
S = 3°00'
a = .66
47+20.67 BCS.
Proposed Widening
Existing Struct.
50+20.67 PT
SNAKE RIVER
EB ℄
N 81°05'30" E
93.5' HORZ CL
93.5' HORZ CL
93.5' HORZ CL
93.5' HORZ CL
STA 47+69.84
STA 56+56.84
8 Spans @ 101'-4½" = 811'-0"
76'-0"
887' Type III Prestressed Concrete Beams
H.W. April 1952
23.6' VERT. CL
35.2' VERT CL
W.L. FEB. 15, 1963
El. 2124
El. 2118
El. 2111
El. 2120
PLAN & ELEVATION
SCALE IN FEET
0
50
100
200
Existing West Bound Struct. to be removed to stream bed.
1'-9"
68'-0" Roadway
1'-7½"
5'
℄ Pier
℄ Pier
39'-8½"
Proposed Widening East Bound Structure
Existing east bound structure
High Water 2144.5 April 1952
6'-0"
6'-0"
Water Level Feb. 15, 1963
14'-0"
14'-0"
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap (piers 3, 4, 5, 6 & 7)
ELEVATION EXISTING E.B. AND PROPOSED W.B. PIERS
SCALE IN FEET
0
20
60

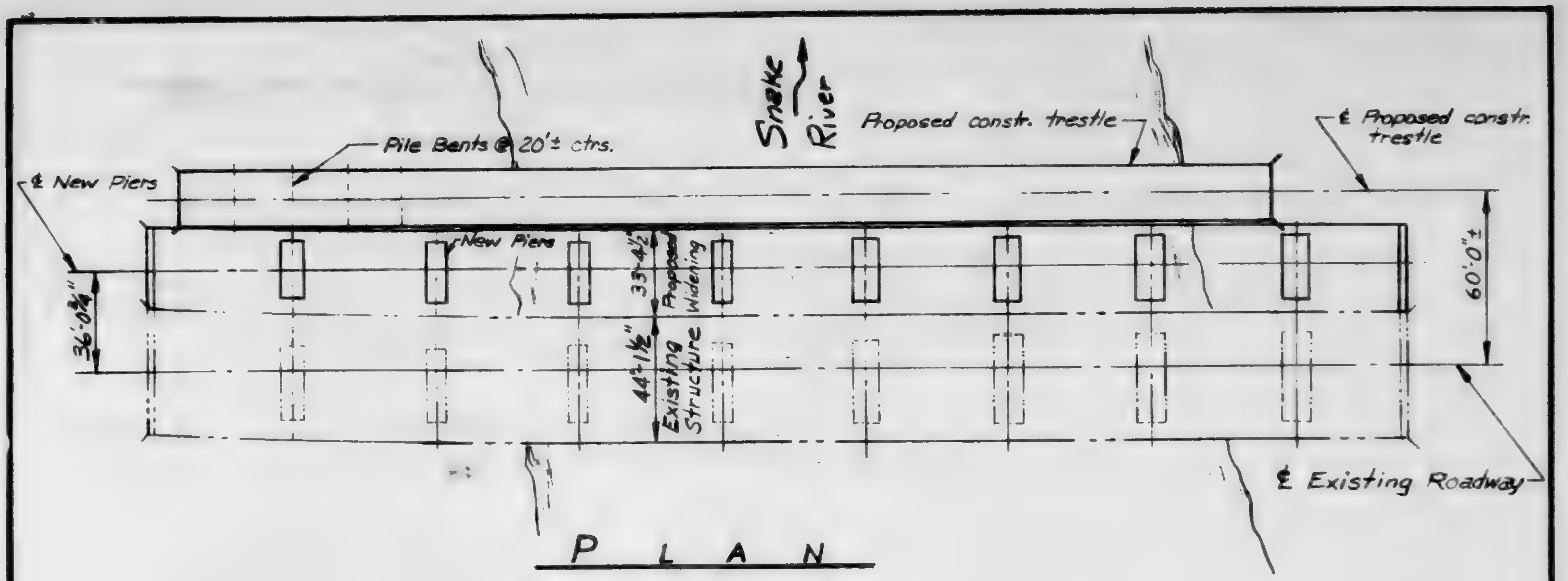
NOTE:
Soundings shown are depths in feet based on low water level Feb. 15, 1963. Elev. 2134.7 USC & GS 1947 Adj. Datum.

APPROVED
1975
COAST

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION

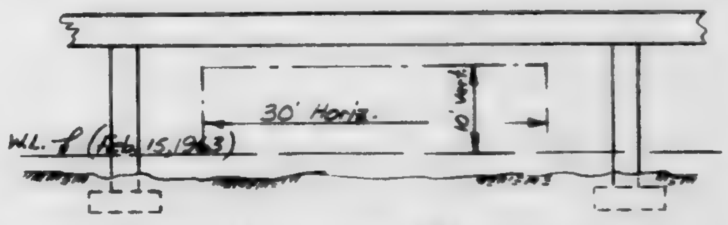
12-6-74

SHEET 3 OF 4


Snake River
Pile Bents @ 20'± ctrs.
Proposed constr. trestle
℄ Proposed constr. trestle
℄ New Piers
New Piers
36'-0¾"
33'-4½" Proposed Widening
44'-1½" Existing Structure
60'-0"±
℄ Existing Roadway

P L A N

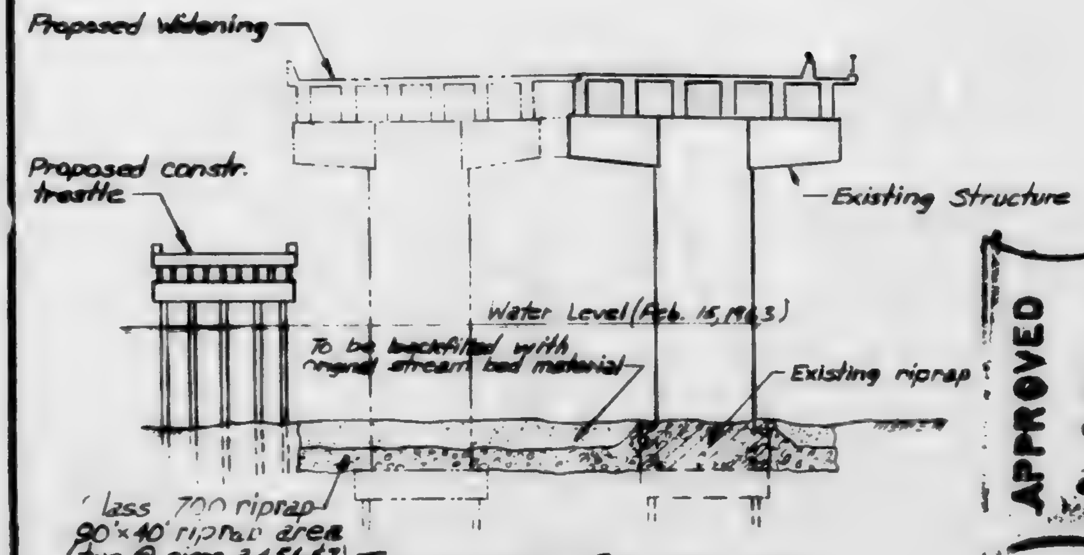
0 25 50 100
SCALE IN FEET


W.L. ℄ (Feb. 15, 1963)
30' Horiz.
10' Vert.

CONSTRUCTION CLEARANCES

No Scale

The contractor shall provide the horizontal and vertical navigation construction clearances shown above in any part of any one river span.


Proposed Widening
Proposed constr. trestle
Existing Structure
Water Level (Feb. 15, 1963)
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap 90'×40' riprap area (typ. @ piers 3,4,5,6 & 7)

TYPICAL SECTION

0 5 25 50
SCALE IN FEET

APPROVED
9 DEC 1975
P(144-75)
COAST

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-17-74
SHEET 4 OF 4

9867

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

September 18, 1978
Salem, OR 97310

FROM: Tony
Anthony George, Env. Eng. Coordinator
Environmental Section

SUBJECT: Noise Study Reports--
October Contract Letting

TO: Gary A. Potter
Manager

J. H. Versteeg
Head of Engineering

E. S. Hunter ✓
Technical Services Engineer

RECEIVED
TECHNICAL SERVICES
SEP 1 '78
REFER TO
FOR
Info

Attached are the pertinent noise study reports for the October letting schedule. Also attached are the noise study reports needed for early advertisement. These are:

Tualatin Valley Hwy. at SW 170th Ave. Washington County
Snake River (Ontario Spur) Bridge, Malheur County
Brogan Hill-Brogan, Malheur County
Florence/Eugene Hwy.-M.P. 5.7, Lane County
Boothill Cemetery-Dog Creek, Grant County
Florida Ave.-Vermont Ave., Coos County

No traffic noise abatement is proposed. All of the projects except Florida Ave.-Vermont Ave. are recommended for construction time constraints as follows:

> No construction operation shall be performed within 1000 feet of any occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the resident engineer.

Notwithstanding the above, a pile driving constraint is recommended for the Snake River Br. project, and a blasting constraint is recommended for the Brogan Hill-Brogan project. These are as follows:

> No pile driving (blasting) operations shall be performed within 3000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. to 8:00 a.m. on other days, without the approval of the resident engineer.

I concur with my staff that the noise reduction benefits to be derived from implementing these recommendations more than outweigh any inconvenience to construction. The piledriving and blasting constraints are consistent with our Statewide Noise Study Report.

✓ Your approval is requested.

APPROVED
ESH
E. S. Hunter
Date 9-25-78

Attachments

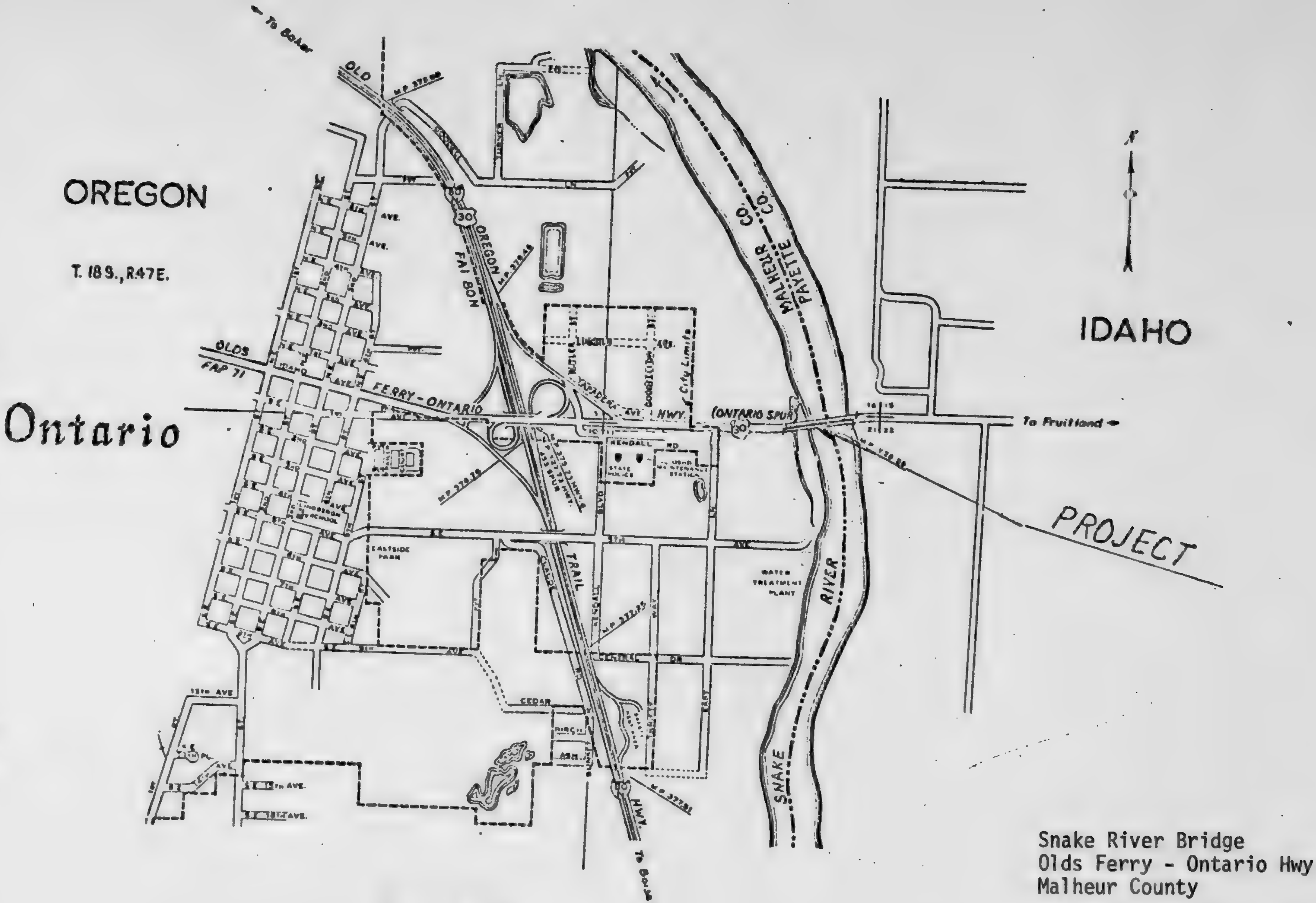
9867 9-78

NOISE STUDY REPORT

Snake River (Ontario Spur) Br. Sec.
Olds Ferry-Ontario Highway
Malheur County

Prepared by
Oregon Department of Transportation
Technical Services Branch
Ted Pallister, Acoustical Engineer

September, 1978


To Baker
OREGON
T. 18S., R47E.
Ontario
IDAHO
N
OLD
OREGON
30
FAI BON
TRAIL
HWY.
To Boise
OLDS
FAP 71
FERRY-ONTARIO
IDAHO
AVE
AVE.
HWY.
City Limits
ONTARIO SPUR
30
To Fruitland
MALHEUR CO.
PAYETTE CO.
SNAKE
RIVER
PROJECT
KENDALL RD
STATE POLICE
WATER TREATMENT PLANT
EASTSIDE PARK
CEDAR
BIRCH
ASH
18th AVE
15th AVE.
18th AVE.

Sketch Map

Scale 0 800 1600 Feet

Snake River Bridge
Olds Ferry - Ontario Hwy.
Malheur County

Snake River (Ontario Spur) Br. Sec.
Olds Ferry - Ontario Highway
Malheur County

I. Description of Project

The project improves approximately 1700' of U. S. Route 30. Starting one mile east of Ontario, Oregon, the project spans the Snake River and terminates in the State of Idaho.

The existing facility consists of two bridges, one a steel structure, constructed in 1925, the other concrete, constructed in 1968. Each structure carries two lanes of one way traffic, the steel-westbound and the concrete-eastbound.

The project calls for the removal of the steel bridge and the widening of the concrete structure to accommodate two travel lanes in each direction, a four foot median and eight foot shoulder.

II. Land Use

Land use on both sides of the river is dictated by physical limitations and local zoning ordinances. The Oregon side is zoned agricultural and commercial. The commercial establishments are located along the eastbound lanes to within a short distance of the river. The agricultural is primarily along the westbound.

Anticipated development in the area is for commercial establishments.

III. Traffic Noise Analysis

A. Predicted Noise Levels

Traffic noise predictions were made using the FHWA model. This model computes noise levels based on vehicular volume (trucks and autos), vehicular speed and distance from the roadway. Vehicular volume and speed is presented in Table #1. Using this data, traffic noise levels were computed and are presented in Table #2.

B. Noise Impacts

No traffic noise impacts are anticipated as a result of this project.

TABLE #1

Peak Hour Volume* (1995)

AUTO's	TRUCKS**	SPEED
1615	85	45 mph

* 10% of estimated 17,000 ADT

** All trucks assumed to be heavy

TABLE #2

1995 L_{eq} Noise Level

L_{eq} (dBA)	Distance from nearest travel lane
72 dBA	45 feet
71 dBA	60 feet (R/W Line)
67 dBA	180 feet

Since the existing and projected land use in the area is commercial, the project qualifies as an activity category "C" per FHPM 7-7-3 (figure 3). The maximum acceptable design noise level for this category is an L_{eq} of 72 dBA. As indicated in table 2, this level is contained within the state owned right-of-way. Therefore, there are no noise sensitive receptor impacted as the result of this project.

IV. Construction Noise Analysis

Areas adjacent to the project will also be exposed to additional noise during construction. This noise will be emitted by various pieces of construction equipment. Figure #2 shows the typical ranges of noise levles for construction equipment (at 50 feet) which might be used during project construction.

As shown in figure #2 areas adjacent to the right-of-way line should be exposed to high noise levels during construction. Although of a temporary nature, the additional noise can be quite annoying. This is especially true during the quieter nighttime hours. Therefore, the following time constraints will be included in the project plans and specifications:

1. No construction operations shall be performed within 1,000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the resident engineer.
2. Notwithstanding the above, no pile driving or blasting operations shall be performed within 3,000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the resident engineer.

V. Local Coordination and Notification

To date, no coordination with local officials has occurred.

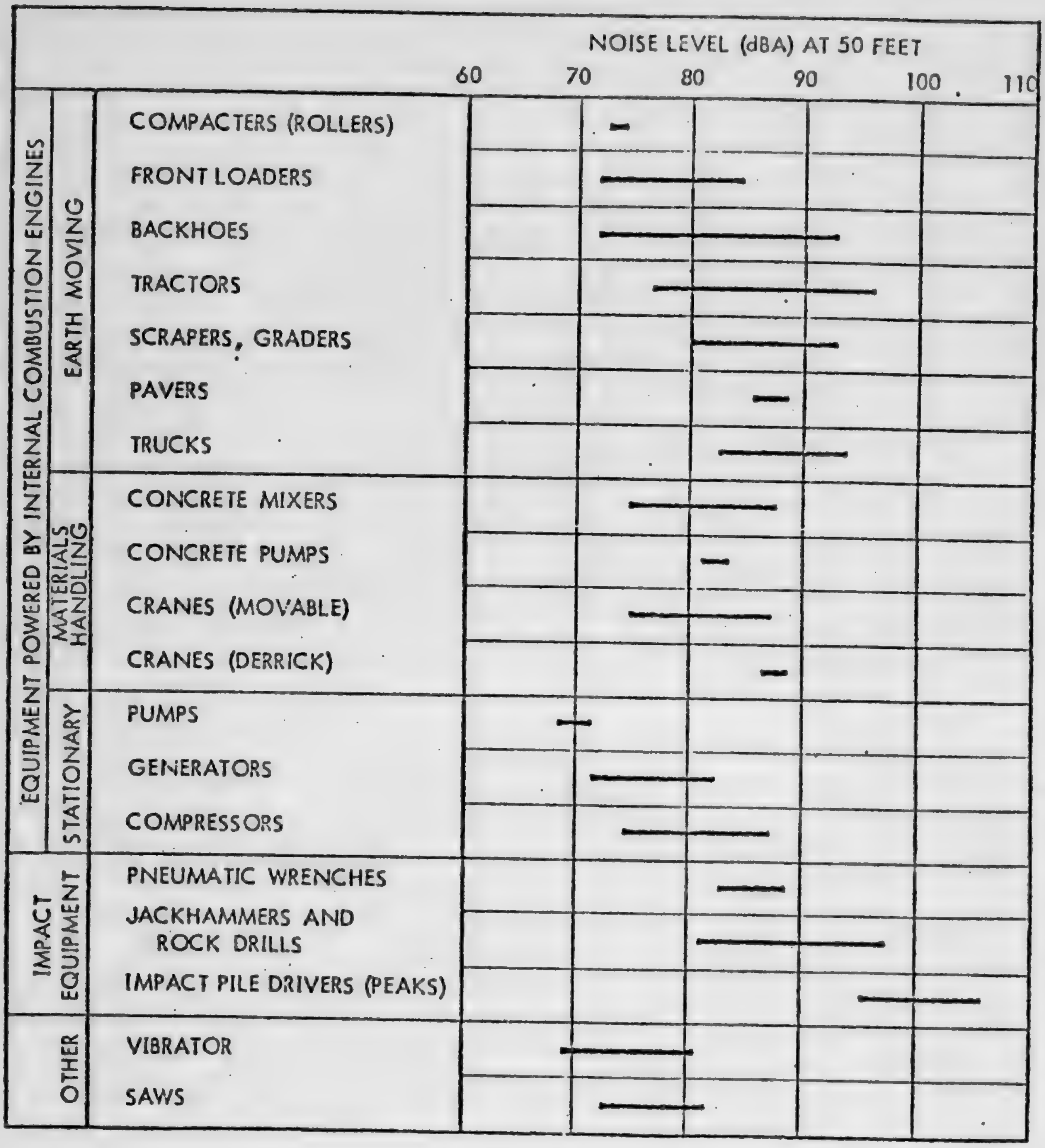
Predicted traffic noise levels resulting from this project are not in conflict with the FHWA design noise levels for land use activity category C.

The project traffic noise levels are in conflict with design noise levels for activity category B out to a distance of 180 feet from the nearest travel lane. Any category B land use located within this distance would be adversely impacted by traffic noise and therefore should not be allowed.

A copy of this report along with a copy of the FHWA policy on land use will be sent to Malheur County.

Figure #2

Construction Equipment Noise Ranges



DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	Design Noise Levels - dBA2/ $L_{eq}(h)$	$L_{10}(h)$	Description of Activity Category
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ See Paragraph 8 for method of application.
2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.
3/ Parks in Categories A and B include all such lands (public or private which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.
4/ See Paragraphs 8c, d, and e for method of application.

August 11, 1978

Mr. E. Dean Tisdale
Highway Administrator
Idaho Transportation Department
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Tisdale:

Snake River (Ontario Spur) Bridge
Olds Ferry-Ontario Highway
Malheur County, Oregon

Attached are three sets of revised advanced reduced size plans for the subject bridge replacement project. As indicated in our letter to you on April 26, 1976, it is planned to fund this project with Small Bridge Replacement Funds as a joint Oregon-Idaho cooperative funded project.

Only minor revisions and updating have been made to the plans since those furnished to you in 1976. These revisions were primarily to the temporary protection and direction of traffic details.

The estimated cost of this project is $2,200,000 and we are presently contemplating an October 26, 1978 bid opening if SBR Funds are available.

We would appreciate any comments you might have on the plans and the proposed contract letting date.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Attachments (3)

bc F. B. Klaboe
H. S. Coulter
Walt Hart
J. H. Versteeg
W. E. Schwartz

DOC:ab ja

9867

t

November 20, 1978

Mr. Blaine Sessions
Chief of Development
Idaho Division of Highways
P. O. Box 7129
Boise, Idaho 83707

Dear Blaine,

This letter is to confirm our recent telephone conversation concerning deferring the construction of the Snake River Bridge at Ontario for at least one year. We will review our bridge replacement program and discuss with you next year the possibility of rescheduling the project.

You asked me to see if we had anything in our file that defined the extent of participation of each of the states in this project. I have attached a copy of the 1974 Agreement which indicates that each state will participate equally in the bridge portion of the project and that each state shall bear the cost of the approach within its own borders. I hope this answers your question regarding participation.

Very truly yours,

E. S. Hunter
Technical Services Engineer

ESH:ja

Attachment

bc Glen Green - FHWA

bcc F. B. Klaboe
D. H. Moehring
J. H. Versteeg
Walt Hart
Pat Schwartz

JUN - 6 1974 497

AGREEMENT

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, by and through its Department of Transportation, Highway Division, hereinafter called "Oregon," and the STATE OF IDAHO, by and through its Board of Highway Directors, hereinafter called "Idaho";

WITNESSETH:

MISC. CONTRACTS and AGREEMENTS No. 4971

RECITALS:

1. WHEREAS, Oregon and Idaho have deemed it necessary and desirable to widen and construct to four-lane standards the Snake River (Ontario) Bridge Section of the Olds Ferry-Ontario Highway No. 455 Spur (US 30), in order to provide a safe and expeditious flow of traffic; and

2. WHEREAS, Oregon and Idaho have determined that, in order to provide a modern four-lane traffic facility for the subject section, the existing westbound bridge should be replaced, or the existing eastbound bridge should be widened to accommodate present and anticipated traffic volumes. Hereinafter, all acts necessary to effectively accomplish this end, including approaches in both States, shall be referred to as "project"; and

3. WHEREAS, Oregon and Idaho have determined that actual total cost of the bridge portion of the project is to be financed equally by Oregon and Idaho on a 50% Oregon, 50% Idaho basis. Each State shall bear the cost of the approach within its own borders.

4. WHEREAS, Oregon and Idaho pledge complete cooperation, each with the other, in order to effectively accomplish those things set forth and agreed upon in this agreement.

5. Attached hereto, marked Exhibit A, and by this reference made a part hereof, is a vicinity map showing the general location of the project

NOW, THEREFORE, the premises being generally as stated in the foregoing RECITALS, and in consideration of the mutual obligations contained herein and of the benefits which will accrue to Oregon and Idaho, it is mutually agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY OREGON:

1. Approve, by execution of this agreement, the RECITALS herein, the sketches attached hereto marked Exhibit A, THINGS TO BE DONE BY IDAHO, and the provisions as set forth in this agreement.

2. Acquire the right-of-way needed, by purchase or otherwise, along that portion of the project (US 30) to be improved in the State of Oregon.

3. Prepare plans, specifications, and estimates for the proposed construction and submit same to Idaho for its approval and review.

4. Upon receipt of approval by Idaho of the plans, specifications, and estimates, and by addendum to this agreement, Oregon shall advertise the construction for bids, bids to be opened by the Oregon Transportation Commission at a convenient time and place.

5. Subject to approval by Idaho, award a contract to the lowest qualified acceptable bidder, if an acceptable bid is received. Any such contract awarded shall require the contractor to comply with Idaho laws relating to public contracts, permits and licenses, laborers and material men, industrial accident insurance, and taxes, including sales taxes, and other laws that are applicable.

6. Supervise all details with respect to the construction of said bridge, including construction of the approach to said bridge in the State of Idaho.

7. The total actual cost of the construction of said bridge, excluding the necessary approaches as provided in paragraph 2 of GENERAL PROVISIONS, but including the cost of foundation tests, construction engineering, and the design of the bridge, shall be paid in equal parts by Oregon and Idaho; but all payments of estimates made as the work progresses shall, in the first instance, be paid by Oregon, and Oregon thereafter shall furnish Idaho with a true copy of the estimate and the payment made. Idaho shall thereupon reimburse Oregon for one half of the amount of the estimate paid by Oregon.

8. Upon completion of the contract and the full and entire construction of said bridge and approaches, a representative or representatives of Oregon and a representative or representatives of Idaho shall confer with respect to a determination of the total actual cost of said structure, excluding the necessary approaches but including the cost of foundation tests, construction engineering, and design of the bridge, and shall make a determination of the final payment and recommendation with respect to the acceptance of said project.

9. Upon receipt of a voucher calling for payment of the final estimate, Idaho shall remit to Oregon its one half of such final payment.

10. Sources from which all funds are to be obtained or derived are from the United States by virtue of the Federal-Aid Highway Act of 1973, together with matching State funds. Said State funds, insofar as Oregon is concerned, are to come from the State Highway Fund.

11. After acceptance of the project by Oregon and Idaho, Oregon shall take all steps necessary for the reasonable maintenance of said bridge and, in the first instance, pay the cost of said reasonable maintenance and submit to Idaho annually with properly supported invoices, the costs of such maintenance incurred during the preceding calendar year.

THINGS TO BE DONE BY IDAHO:

1. Approve, by execution of this agreement, the RECITALS herein, the sketches attached hereto marked Exhibit A, THINGS TO BE DONE BY OREGON, and the provisions as set forth in this agreement.

2. Acquire the right-of-way needed, by purchase or otherwise, along that portion of the project (US 30) to be improved in the State of Idaho.

3. Review the plans, specifications, and estimates submitted by Oregon for the project and promptly thereafter advise Oregon of its approval, disapproval, or recommended modifications. By addendum to this agreement, approve the project for contract.

4. Upon submission of invoices from Oregon covering progress estimates paid to the contractor, reimburse Oregon in the amount of one half of all such estimates within 60 days.

5. Upon receipt of invoices from Oregon showing all costs incurred, including final estimate to contractor, preparation of plans, design engineering costs, specifications and estimates, advertising for bids and supervising the construction, reimburse Oregon in the amount of one half of the cost of the bridge and the entire cost of planning, design engineering costs, and construction (including but not limited to preparation of plans, design engineering costs, specifications and estimates, advertising for bids, and supervising construction) of the entire approach located in Idaho, within 90 days thereof.

6. Sources from which all funds are to be obtained or derived are from the United States by virtue of the Federal-Aid Highway Act of 1973, together with matching State funds, said State funds insofar as Idaho is concerned, to come from any source at State's discretion.

7. It is recognized that after the bridge is constructed, it will be necessary in the future to maintain the same; therefore, upon receipt of properly supported invoices, Idaho shall reimburse Oregon for all future maintenance costs in the amount of one half thereof.

8. This agreement shall be signed for and on behalf of the Idaho Board of Highway Directors by the State Highway Engineer and the project shall be open for inspection by the States of Idaho and Oregon throughout the entire construction of the project.

GENERAL PROVISIONS:

1. Each party hereto agrees to assume one half of the actual total cost of the construction of said bridge and, in addition, one half of the future costs of its maintenance.

2. Each party recognizes that said bridge construction contract does provide for the construction of approaches to the Ontario bridge and that Idaho and Oregon will each be solely responsible for, and bear the cost and expense of construction and maintaining such approaches to said bridge in their respective states. It is also understood by the parties hereto that the approaches in both states will be included in the contract for the construction of the bridge and that each state will bear the cost of the approach constructed within its borders.

3. The parties hereto agree and understand that this agreement shall be subject to concurrence of the Oregon and Idaho Division Engineers of the Federal Highway Administration, or their duly authorized representatives, and shall not be binding on either party until such concurrence is obtained.

4. Upon presentation of said agreement, and approval by the Oregon Transportation Commission, two fully executed copies will be returned for the Idaho Board of Highway Director's files.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year hereinafter written.

This agreement was approved by the Idaho Board of Highway Directors on April 11, 1974, at which time the Idaho State Highway Engineer was authorized and directed to sign said agreement for and on behalf of the Board. Said authority is set forth in Volume 14, Page 141, Minute Book of the Idaho Board of Highway Directors.

APPROVED AS TO FORM:

Chief Legal Counsel

V. N. Richardson
Idaho State Highway Engineer

APPROVED:

Wayne Summers
Secretary of the Board

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on May 31, 1974 by CHAIRMAN GLENN JACKSON, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the contract on behalf of the Commission.

APPROVED:

Assistant State Highway Engineer

STATE OF OREGON, by and through its
Department of Transportation, Highway
Division

Administrator and State Highway
Engineer

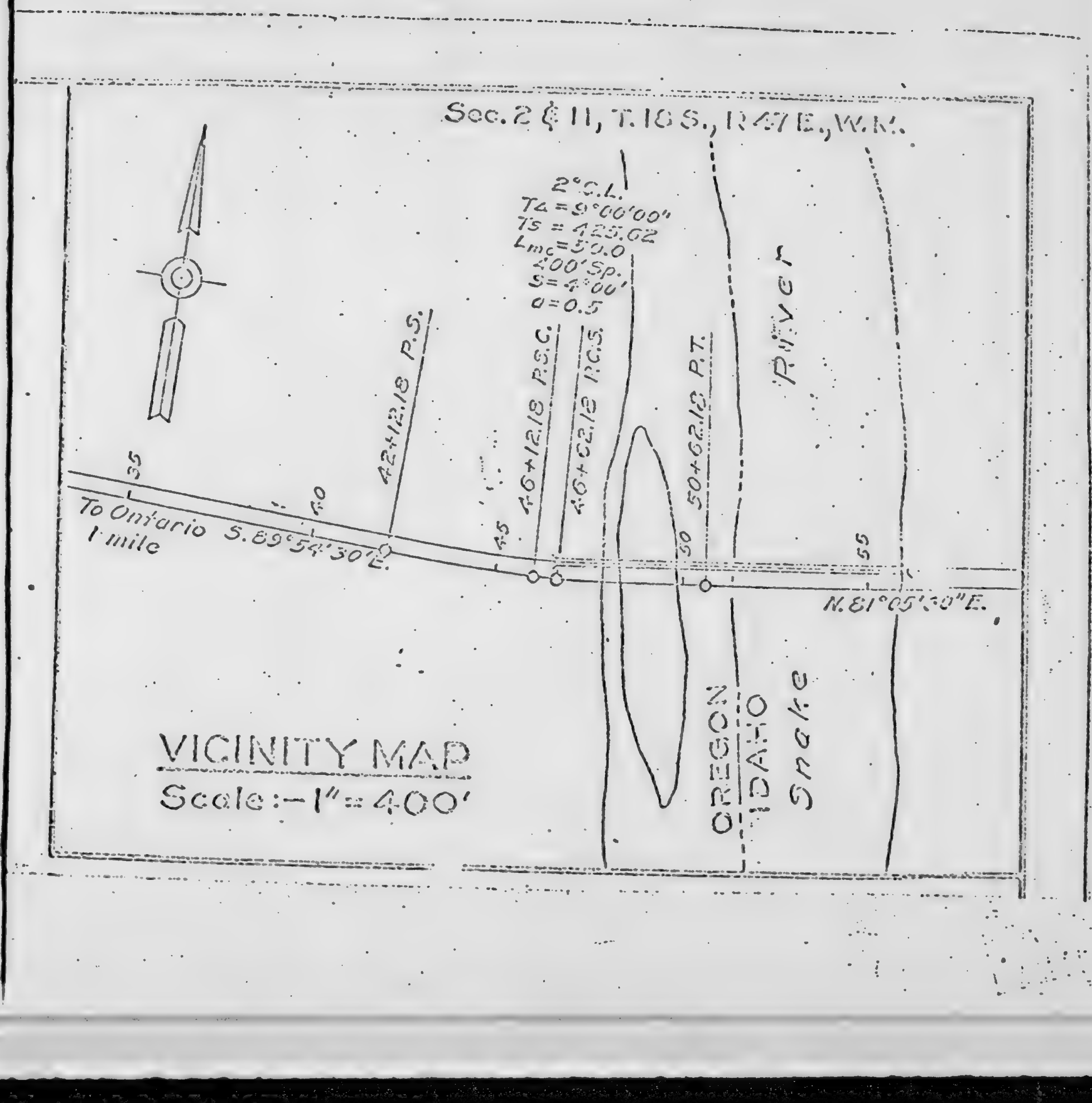
APPROVED AS TO FORM:

Assistant Attorney General and
Counsel

ASST ATTORNEY GENERAL

Approved Date 6-25-74
C. L. [illegible] Division Engineer
Oregon Division
Federal Highway Administration
By Title District Engineer

EXHIBIT A



Sec. 2 & 11, T. 18 S., R 47 E., W.M.
2° C.L.
T4 = 9°00'00"
Ts = 425.62
Lmc = 50.0
400' Sp.
S = 4°00'
a = 0.5
42+12.18 P.S.
46+12.18 P.S.C.
46+62.18 P.C.S.
50+62.18 P.T.
35
40
45
50
55
To Ontario 1 mile
S. 89°54'30" E.
N. 81°05'30" E.
River
Snake
OREGON
IDAHO

VICINITY MAP
Scale:- 1" = 400'

9867

1

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
TECHNICAL SERVICES
OCT 27 '78
REFER TO
FOR

October 26, 1978

Mr. B. E. Sessions
Chief of Highway Development
Idaho Transportation Department
P. O. Box 7129
Boise, Idaho 83707

NOTED
E. S. HUNTER

Dear Mr. Sessions:

Re: Snake River (Ontario Spur) Bridge
Olds Ferry-Ontario Highway
Malheur County

We received your letter and the "As Constructed" plans on the Snake River (Ontario Spur) Bridge Section.

In response to your comments on the plans:

1. The profiles of existing storm sewers have been added to the plans as requested.
2. The curb at catch basins Sta. 9+50 and 12+00 (which is 6 inches in height) is to remain undisturbed on the right side. On the left side at Sta. 12+00 the new curb (7 inch exposure) is intended to connect to the existing curb before reaching the catch basin. So the difference in curb exposure will not be a problem at the inlets.
3. We have added a 4 foot dimension for the shoulder width near Sta. 12 on Sheet 4 of the plans to correct the omission you mentioned.

Thank you for the additional plan information and your comments.

Very truly yours,

J. H. Versteeg
Engineering

FE:ab
cc: E. S. Hunter

Form 81-734-3122

STATE OF IDAHO

JOHN V. EVANS
GOVERNOR
IDAHO TRANSPORTATION BOARD
CARL C. MOORE – CHAIRMAN
LLOYD F. BARRON – VICE CHAIRMAN
ROY I. STROSCHEIN – MEMBER
DARRELL V MANNING
DIRECTOR

DIVISION OF HIGHWAYS
E.D. TISDALE, P.E., ADMINISTRATOR

TRANSPORTATION DEPARTMENT

P.O. BOX 7129 BOISE, IDAHO 83707

September 29, 1978

Mr. E. S. Hunter
Technical Services Engineer
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

SUBJECT: Snake River (Ontario Spur) Bridge, Olds Ferry Ontario Highway, Malheur County, Oregon

Dear Mr. Hunter:

Thank you for submitting plans on this project for our review. We approve the plans for advertising but have the following minor comments to make on them.

1. The profile of the existing storm sewer in Idaho is not shown.
2. The curb at catch basins, Station 9+50 and 12+00 are six inches in height. Some adjustment will be required for the seven-inch curb you are specifying.
3. The dimensions shown near Station 12 on plan sheet No. 4 has ✓ omitted the four-foot shoulder dimensions between the outside lanes and the curb.

Copies of plan sheets 2, 10, 11, 12 and 13 of our as-constructed plans are enclosed for your information.

After the passing of a new highway act and the means of financing is determined, please contact us again.

Very truly yours,

B. E. Sessions

B. E. SESSIONS, P.E.
Chief of Highway Development

kg
Enclosures

1 Versteeg
2 Christensen
George
Olson
Terpin
3 Sullivan
Scott
Anderson

RECEIVED
OCT 0 3 1978
ENGINEERING SECTION

Trask
Do Not File ☐
Return To
Bring Up / /
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RECEIVED
TECHNICAL SERVICES
OCT 3 '78
REFER TO
Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓			✓	

STATE OF IDAHO

CECIL D. ANDRUS
GOVERNOR
IDAHO TRANSPORTATION BOARD
CARL C. MOORE - CHAIRMAN
LLOYD F. BARRON - VICE CHAIRMAN
ROY I. STROSCHEIN - MEMBER
DARRELL V. MANNING
DIRECTOR

TRANSPORTATION DEPARTMENT

PO BOX 7129
BOISE, IDAHO 83707
PHONE (208)384-3499

26 January 1977

NOTED
E. S. HUNTER

Mr. E. M. Wood
Division Administrator
Federal Highway Administration
Boise, Idaho

F-3111(27)
Snake River Bridge
U.S. 30, Ontario Spur
Key No. 732

Dear Mr. Wood:

You may or may not be aware of the Oregon-Idaho joint engineering cooperative agreement for Oregon to design and construct a structure over Snake River on U.S. Highway 30 near Ontario. Oregon assigned this bridge a high priority and applied for BR funds to replace the structure. Their sufficiency rating is 43.5.

If additional BR funds become available, through redistribution, this Department would be willing to apply the funds to construction of this structure. It is not intended that this request supersede our request of January 17, but is intended to supplement the request of that date.

We have been advised that the project design is nearly completed and it would be possible to begin construction this year.

Idaho's share is approximately $715,000 and we have presently scheduled the project for fiscal year 1979.

Sincerely,

B. E. Sessions

B. E. SESSIONS, P.E.
Chief of Highway Development

RECEIVED
STATE HWY ENGR
FEB 8 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
FEB 8 1977
BRIDGE SECTION

NOTED
W. ELLISON

1984 Snake R. (Ontario Spur) 9867
Br. Sec, Olds Ferry-Ontario Hwy.
(gr, pav, str) #1

4467

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

[illegible]
~~9 June 1976~~

NPW NO: 071-0YC-1-000288-76-14

NOTED
E. S. HUNTER

Oregon Department of Transportation
Highway Division
State Highway Building
Salem, OR 97310

Gentlemen:

The inclosed permit signed by Mr. E. S. Hunter on 2 June 1976 authorizes you to excavate approximately 2,100 cubic yards of river bottom material in preparation of bridge footings and to place approximately 600 cubic yards of riprap around the footings.

You are requested to familiarize yourselves with all conditions of the permit. Should it become necessary to deviate from the approved drawings, revised drawings showing the proposed changes must be submitted to us for approval before any work is started.

This office should be notified when the work authorized by the inclosed permit is started and immediately after its completion.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

William F Holme
for EDWARD H. GEORGE III
LTC, CE
Acting District Engineer

2 Incl
1. Permit
2. Notice of Authorization

RECEIVED
STATE HWY ENGR
JUN 14 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

6/14/76
Orig. ltr & permit, cy of sticker -- General files

cy ltr, permit, sticker -- Keasey, Hart, Versteeg, Terpin, Rulien, Schwartz

Orig. of sticker & cy permit -- Cecil Head: Please care for mailing of sticker to Resident Engineer with signed cy of contract when let.

ESH:ja

[illegible] 17-1
R.
[illegible]
c

June 3, 1976

[illegible] 572.0

Mr. Duane M. Downing
Chief, Operations Division
Corps of Engineers
Walla Walla District
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

NPW No. 071-OYC-1-000288-76-14
Proposed Bridge over Snake River
Near Ontario, Oregon --- Malheur County

As requested in your May 25 letter, enclosed are the signed original and one copy of the Department of the Army Permit for the above-named project.

Your early approval of this permit will be greatly appreciated.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

bc H. S. Coulter
Walt Hart
Frank Terpin
L. W. Rulien
J. H. Versteeg

ja

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

25 May 1976

NPW NO: 071-OYC-1-000288-76-14

RECEIVED
MAY 28 1976
DOT Operations

Oregon Department of Transportation
Highway Division
State Highway Building
Salem, OR 97310

Gentlemen:

Inclosed for your review and signature are the original and one copy of the permit for which you made application on 18 February 1976.

You are requested to familiarize yourselves with the General Conditions set forth in paragraphs a. through v. and Special Conditions aa. through dd. If the permit meets with your approval, the original and copy should be signed by a duly authorized representative of the Oregon Department of Transportation to indicate acceptance of all conditions and returned to this office. The permit will become valid only when approved and signed by the issuing official. After approval by the issuing official, the permit will be returned to you with the copy retained in this office.

May I reemphasize that the permit is not valid until approved and signed by the issuing official. A self-addressed envelope is provided for your convenience.

Sincerely yours,

Robert G Kress
for DUANE M. DOWNING
Chief, Operations Division

2 Incls
1. Permit (dupe)
2. Envelope

RECEIVED
JUN 1 1976
BRIDGE SECTION

RECEIVED
STATE HWY ENGR
MAY 28 '76
REFER TO
Hunter
FOR

Info	Invs	R/D	O.R	[illegible]	[illegible]	Files

Application No. 071-0YC-1-000288-76-14

Name of Applicant Oregon Department of Transportation

Effective Date 9 June 1976

Expiration Date (If applicable) __________

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 18 February 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon Department of Transportation
Highway Division
State Highway Building
Salem, OR 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to excavate approximately 2,100 cubic yards of river bottom material in preparation of bridge footings for Piers 3, 4, 5, 6, and 7. Except for that which is silty material, the excavated material will be stored in the stream adjacent to the piers to be reused for restoring the river bottom to its natural surface after approximately 600 cubic yards of riprap is placed around the footings.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Snake River

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

at River Mile 372, Ontario, Malheur County, Oregon

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks); entitled:

Proposed Bridge
Over
Snake River
Near Ontario, Oregon Malheur County
Application by Oregon State Highway Commission
12/6/74 Sheets 1 of 4 through 4 of 4

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not [redacted] on or before the 15th day of June, 19 77, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before the 15th day of June, 19 80, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.~~

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.~~

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ______ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.~~

II. **Special Conditions** (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All silty materials removed from the streambed will be disposed of upland of the line of ordinary high water.

bb. No work will be done in the streambed during the months of May and June.

cc. All work must be in compliance with Federal and state water quality standards.

dd. All work must be in compliance with marine and anadromous fish resource requirements of state fish and game agencies.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

✓ 6-2-76

PERMITTEE DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

William P. Holmes 10 June 76

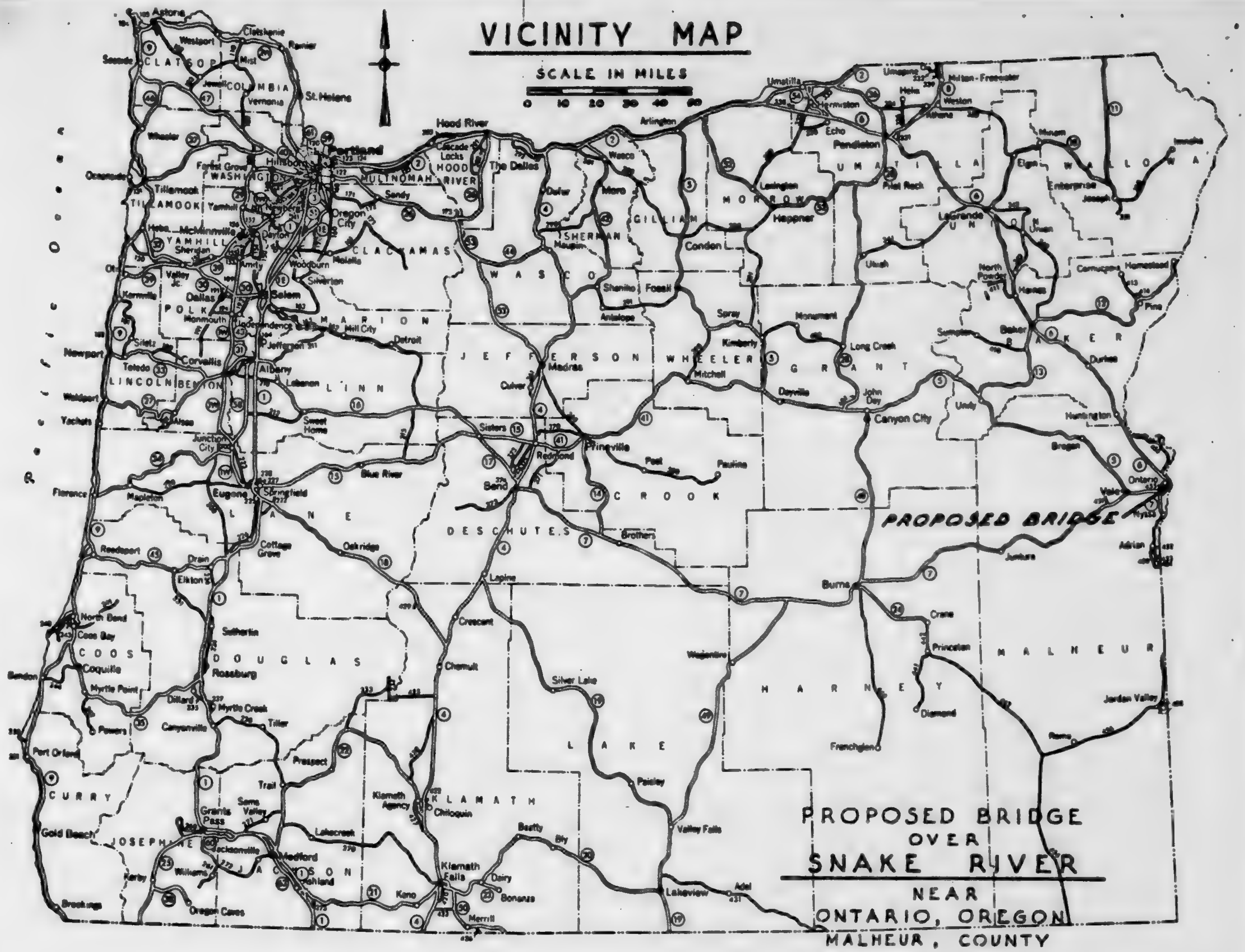
DATE

for Acting DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

Transferee hereby agrees to comply with the terms and conditions of this permit.

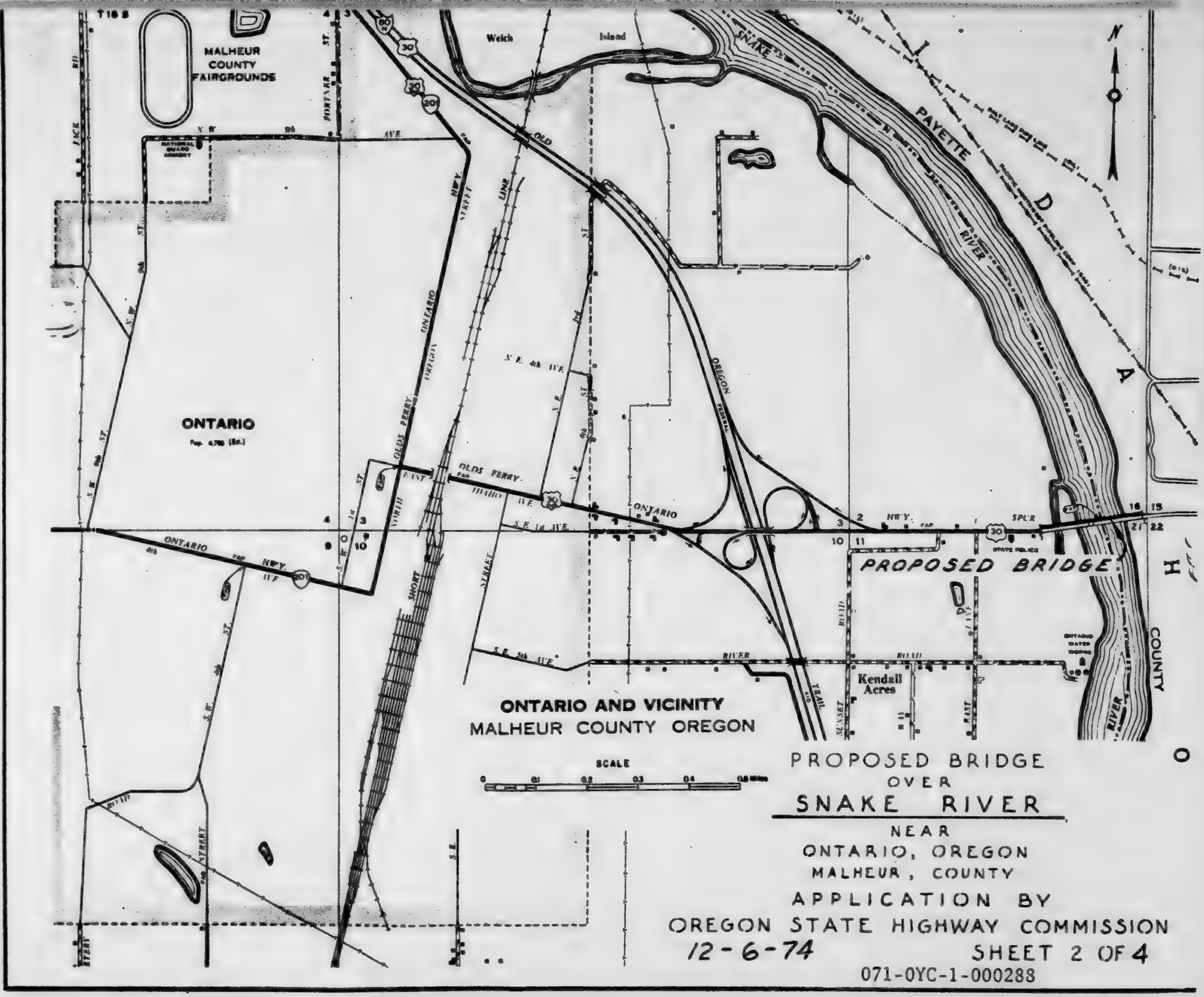
TRANSFEREE DATE

VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
Pacific Ocean
CLATSOP
COLUMBIA
WASHINGTON
TILLAMOOK
YAMHILL
MULTNOMAH
HOOD RIVER
CLACKAMAS
POLK
MARION
LINCOLN
BENTON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
JEFFERSON
CROOK
WASCO
SHERMAN
GILLIAM
WHEELER
MORROW
UMATILLA
UNION
WALLOWA
BAKER
GRANT
HARNEY
MALHEUR
Astoria
Portland
Salem
Eugene
Corvallis
Albany
Bend
Redmond
Madras
The Dalles
Hood River
Pendleton
La Grande
Baker
Burns
Ontario
Vale
Klamath Falls
Medford
Grants Pass
Roseburg
Coos Bay
North Bend
Newport
Lakeview
Jordan Valley

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74 SHEET 1 OF 4
071-OYC-1-000288

19 FEB 1976


N
I
D
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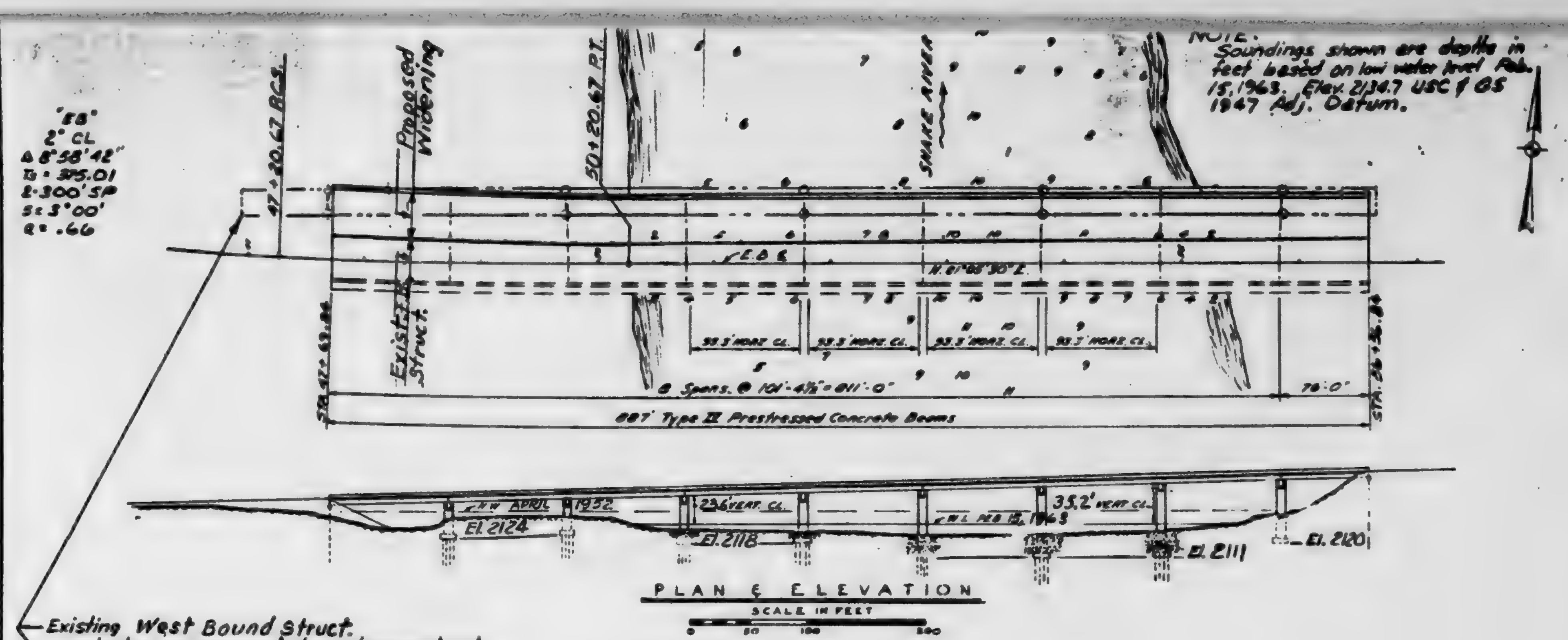
H
O
COUNTY
PAYETTE
RIVER
SNAKE
Welch
Island
MALHEUR
COUNTY
FAIRGROUNDS
ONTARIO
OLDS FERRY
ONTARIO
OREGON
FEDERAL
OLD
HWY.
SPUR
PROPOSED BRIDGE
STATE POLICE
ONTARIO WATER WORKS
RIVER
ROAD
TRAIL
SUNSET
Kendall
Acres
SHORT
LINE
STREET
30
20
201
ONTARIO AND VICINITY
MALHEUR COUNTY OREGON
SCALE
0
0.1
0.2
0.3
0.4
0.5 Miles

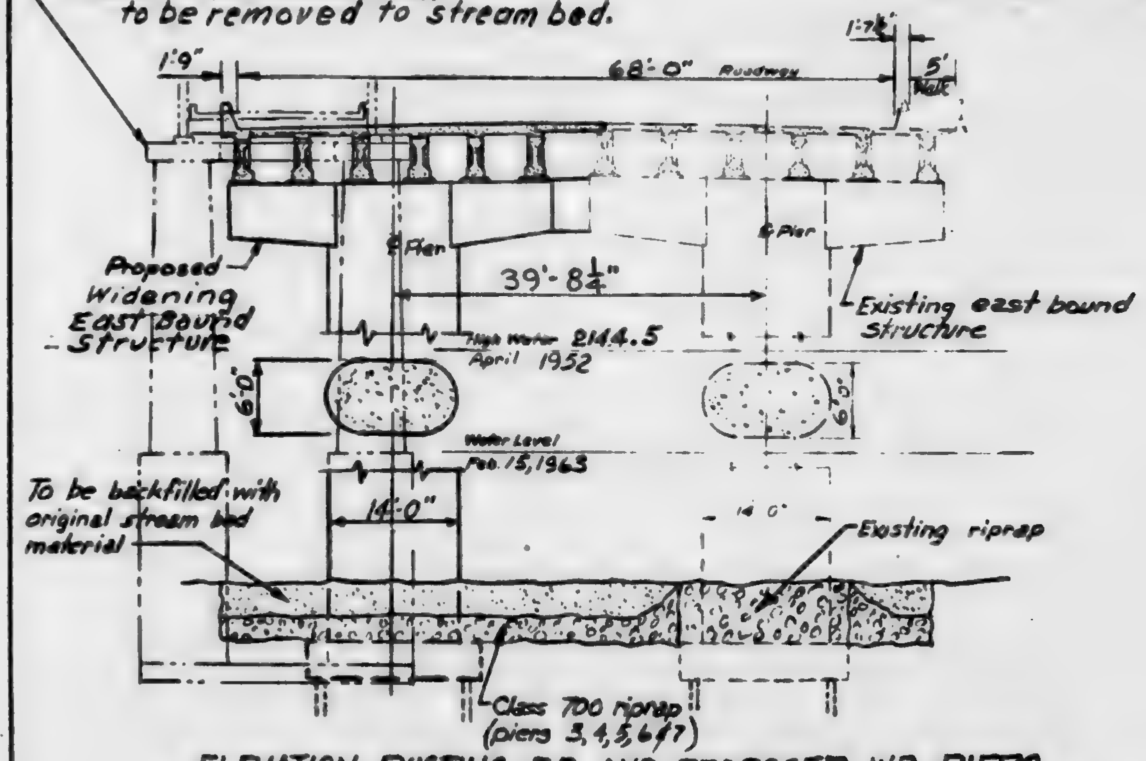
PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74
SHEET 2 OF 4

071-0YC-1-000288


"EB"
2° CL
Δ 8°58'42"
Ts = 375.01
R = 300' SP
S = 3°00'
e = .66
47+20.67 B.C.S.
Proposed Widening
Exist. E.B. Struct.
50+20.67 P.T.
SNAKE RIVER
E.B. ℄
N. 81°05'30" E.
93.5' HORZ. CL.
93.5' HORZ. CL.
93.5' HORZ. CL.
93.5' HORZ. CL.
8 Spans @ 101'-4⅞" = 811'-0"
76'-0"
887' Type II Prestressed Concrete Beams
STA. 47+63.84
STA. 56+50.84
H.W. APRIL 1952
23.6' VERT. CL.
35.2' VERT. CL.
L.W.L. FEB 15, 1963
El. 2124
El. 2118
El. 2111
El. 2120
SCALE IN FEET
0
50
100
200

NOTE:
Soundings shown are depths in feet based on low water level Feb. 15, 1963. Elev. 2134.7 USC & GS 1947 Adj. Datum.

PLAN & ELEVATION

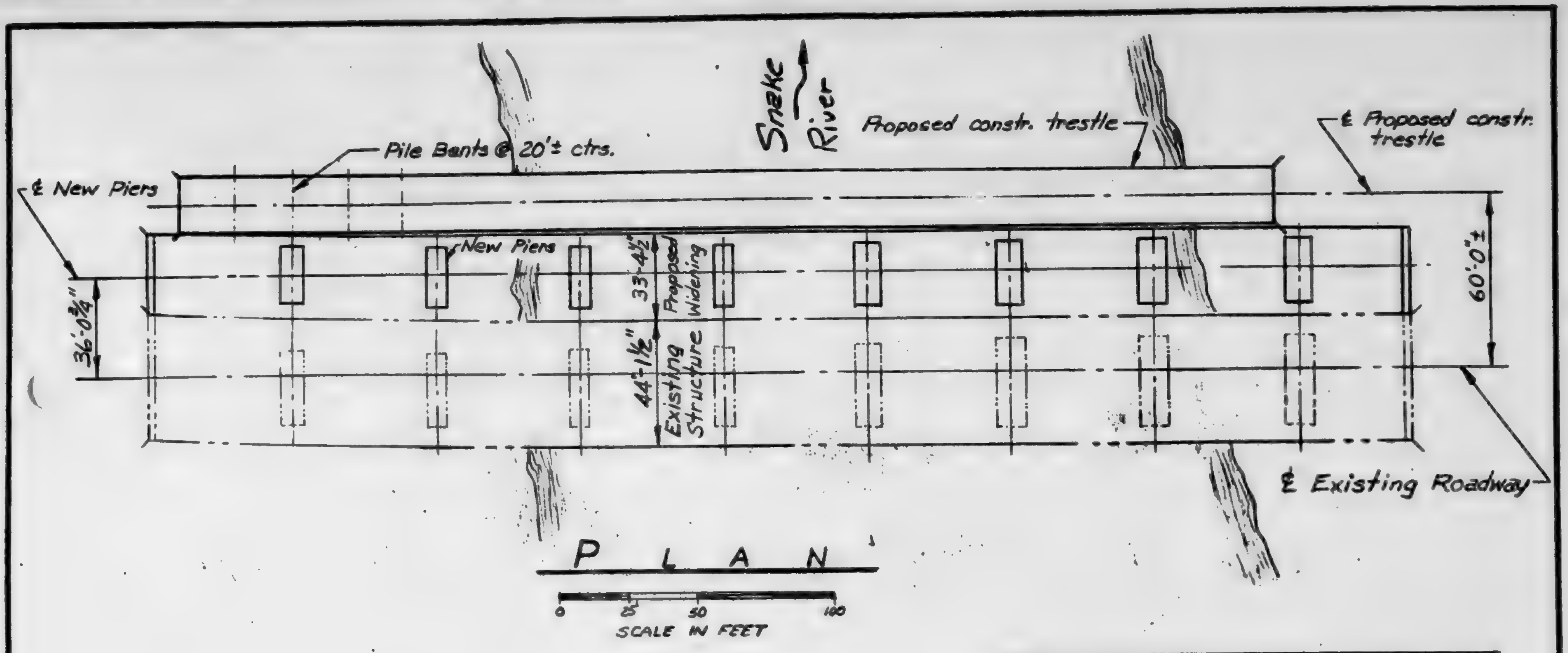

Existing West Bound Struct. to be removed to stream bed.
1'-9"
68'-0" Roadway
1'-7½"
5' Walk
℄ Pier
℄ Pier
39'-8¼"
Proposed Widening East Bound Structure
Existing east bound structure
High Water 2144.5 April 1952
6'-0"
6'-0"
Water Level Feb. 15, 1963
14'-0"
14'-0"
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap (piers 3, 4, 5, 6 & 7)
SCALE IN FEET
0
5
10
20

ELEVATION EXISTING E.B. AND PROPOSED W.B. PIERS

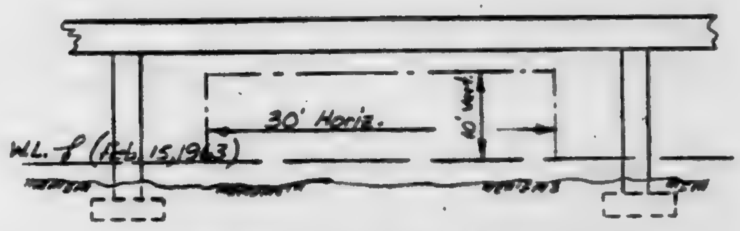
PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74 SHEET 3 OF 4

071-0YC-1-000288

19 FEB 1976


Snake River
Proposed constr. trestle
℄ Proposed constr. trestle
Pile Bents @ 20'± ctrs.
℄ New Piers
New Piers
33'-4½"
Proposed Widening
44'-1½"
Existing Structure
36'-0¾"
60'-0"±
℄ Existing Roadway
0
25
50
100
SCALE IN FEET

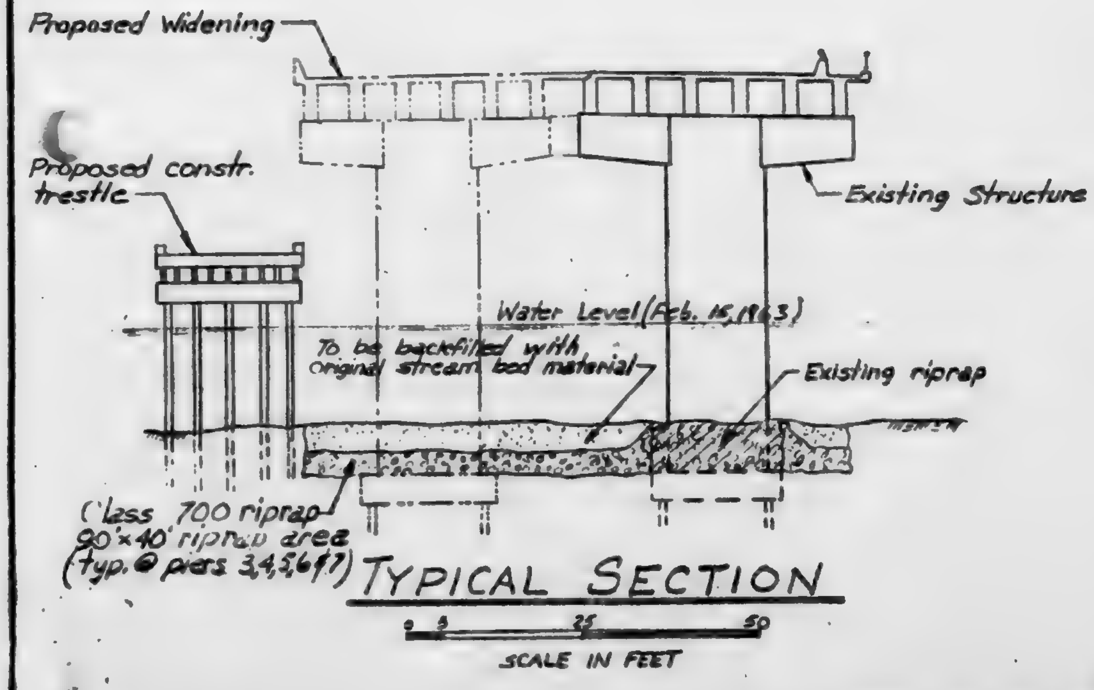
P L A N


30' Horiz.
10' vert.
W.L. ℄ (Feb. 15, 1963)

CONSTRUCTION CLEARANCES

No Scale

The contractor shall provide the horizontal and vertical navigation construction clearances shown above in any part of any one river span.


Proposed Widening
Proposed constr. trestle
Existing Structure
Water Level (Feb. 15, 1963)
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap
90'×40' riprap area
(typ. @ piers 3,4,5,6 & 7)
0
5
25
50
SCALE IN FEET

TYPICAL SECTION

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12·17·74 071-0YC-1-000288 SHEET 4 OF 4

9867

t

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE

TO
June 8, 1976

L. W. Rulien

FROM
E. S. Hunter
Deputy State Highway Engineer

SUBJECT
Snake River-Ontario Spur
Bridge Replacement

My June 3 letter regarding the Snake River-Ontario Bridge deck repair was in error. Please discard it and be guided by this one.

I discussed the Snake River-Ontario Spur Bridge Replacement with Blaine Sessions of Idaho on June 3 and we agreed to place the project on the Six-Year Program for Fiscal Year [redacted]

Blaine indicated they would prefer to use any Special Bridge Replacement money coming to Idaho on several other bridges prior to undertaking the Snake River Bridge.

Please show that project for 1979 on the new Six-Year Program.

ESH:ja

cc H. S. Coulter
R. L. Schroeder
Walt Hart
D. H. Moehring
W. E. Schwartz

9361

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 3, 1976

TO L. W. Rulien

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT

I discussed the Snake River-Ontario Bridge deck repair with Blaine Sessions of Idaho this date and we agreed to place the project on the Six-Year Program for Fiscal Year 1979.

Blaine indicated that they would prefer to use any Special Bridge Replacement money coming to Idaho on several other bridges prior to undertaking the Snake River Bridge.

Please show that project for 1979 on the new Six-Year Program.

ESH:ja

cc H. S. Coulter
R. L. Schroeder
Walt Hart
D. H. Moehring
W. E. Schwartz

9467

x

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

25 May 1976

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

[illegible]

Dear Mr. Hunter:

This is in response to your letter of 11 May 1976 in which application was made for a Section 404 permit for the placement of approximately 300 cubic yards of riprap at the Olds Ferry Bridge near Ontario, Oregon.

The limited amounts of riprap and filter blanket described in your application are considered to be within the exclusion provision of our Section 404 regulations. This provision authorizes minor fill activities for property protection which involve less than an average of one cubic yard per running foot and are less than 500 feet in length without further permit processing. Therefore, further processing of a Section 404 permit for the riprap required at the Olds Ferry Bridge is not required. This does not relieve the Oregon Department of Transportation from obtaining other required local, state, or Federal authorizations.

If you should have further questions regarding the 404 permit program, please refer them to Clarence Van Scotter or Dean Hilliard at 509-525-5500, extensions 631 and 636, respectively.

Sincerely yours,

for William R. Holmes
NELSON P. CONOVER
Colonel, CE
District Engineer

NOTED
E. S. HUNTER

cc Hart
Versteeg
[illegible]
5-28-76

RECEIVED
MAY 26 1976

9667

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 14, 1976

Mr. R. Kahler Martinson
Regional Director
Fish and Wildlife Service
Post Office Box 3737
Portland OR 97208

Attention: Mr. D.H. Reese

NOTED
E. S. HUNTER

Dear Mr. Martinson:

Re Snake River Bridge
Olds Ferry-Ontario Highway
(Ontario Spur), Malheur County

We have received your comment on the subject project submitted in response to Public Notice 071-OYC-1-000288 from the Walla Walla District, Corps of Engineers. In accordance with their instructions, we are responding directly to you.

We accept your condition that upland disposal will be made of all unconsolidated silty materials removed from the stream bed, and we will include this requirement in our specifications for the project.

Very truly yours,

Frank E. Terpin
Location Engineer

WAE:jp
cc Corps of Engineers, Walla Walla District
E.S. Hunter - 796
W.J. Hart w/attach
J.H. Versteeg w/attach
C.G. Swenson w/attach
D.E. Keyes w/attach

RECEIVED
MAY 17 1976

Form 81-734-3123

DEPARTMENT OF DEFENSE

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

5 May 1976

RECEIVED
STATE HWY ENGR

MAY 6 '76

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

Mr. E. S. Hunter
Deputy State Highway Engineer
State Highway Building
Salem, OR 97310

Dear Mr. Hunter:

The U.S. Fish and Wildlife Service submitted the inclosed comments regarding your project as described in Public Notice 071-OYC-1-000288.

It is recommended that you coordinate directly with the Fish and Wildlife Service if you feel that their requirements cannot be met.

The requirement of upland disposal of consolidated silty material will become a condition of the Department of the Army permit, when issued, unless other construction procedures can be agreed upon. Please inform this office of your actions on this matter.

If you have any questions, please do not hesitate to contact Clarence Van Scotter or Dean Hilliard at 509-525-5500, extensions 631 and 636, respectively.

Sincerely yours,

Duane M. Downing

DUANE M. DOWNING
Chief, Operations Division

ED TO
Keyes
By Location Engineer
K/D nls.

1 Incl
Cy D.H. Reese
ltr dtd 27 Apr 76

Copy furnished:
Fish and Wildlife Service
1500 N.E. Irving Street
P.O. Box 3737
Portland, OR 97208

/ Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 11 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

March 3 1849

United St es Department of the Inter

FISH AND WILDLIFE SERVICE
1500 N.E. IRVING STREET
P.O. BOX 3737
PORTLAND, OREGON 97208

Reference: ES

April 27, 1976

Colonel Nelson P. Conover
District Engineer
Walla Walla District, Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Re: 071-1-000288
Snake River
Oregon Dept. of
Transportation

Dear Colonel Conover:

We have had an opportunity to review the drilling logs involved with the subject public notice.

We do not find any problem with utilization of dredged gravel layers for in-stream use or disposal, and we will remove our objection if arrangements are made for upland disposal of the consolidated silty material that lies below the gravel layers.

As we understand it, this material will only be a small percentage of the total amount dredged. Consequently, upland disposal of the material [illegible] a hardship on the applicant.

Sincerely yours,

R. Kahler Martinson
Regional Director

By D. H. Reese
D. H. Reese

cc: ID Dept. Fish & Game
EPA
NMFS
ES, Boise

CONSERVE
AMERICA'S
ENERGY

30 APR 1976

Save Energy and You Serve America!

Incl 1

9367

PARKS AND RECREATION BRANCH
DEPARTMENT OF TRANSPORTATION

525 TRADE STREET S.E. • • SALEM, OREGON • • 97310

May 13, 1976

NOTED
E. S. HUNTER

Duane M. Downing
Chief, Operations Division
US Army Corps of Engineers
Bldg. 602, City/County Airport
Walla Walla, WA 99362

Dear Mr. Downing:

This letter is in response to NPW No. 071-0YC-1-000288 regarding the Snake River Bridge project in Ontario, Oregon.

This office has now been assured by Edward S. Hunter, Deputy State Highway Engineer, and by Donald Keyes, Location Engineer, that no excavations in previously undisturbed land areas will take place on this project. If excavations are to take place only in the Snake River bed and toe trench areas, this office withdraws its previous request for an archeological survey. We consider the bank areas immediately adjacent to the present span so disturbed as to be of little value to archeology.

If our office can be of any further assistance on this project, do not hesitate to contact us.

Sincerely,

Paul B. Hartwig
Historical Programs Coordinator
for State Historic Preservation Officer

EL:ko

cc: Ed Hunter ✓
Don Keyes

RECEIVED
MAY 17 1976

cy Hall Hart
5-20-76

9867

STATE OF IDAHO
TRANSPORTATION DEPARTMENT BOX 7129 BOISE, IDAHO 83707

13 May 1976

NOTED
E. S. HUNTER

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Idaho Project F-3111(27), Key No. 732,
Possible SBR Financing of Replacement of
Westbound Snake River Bridge, Ontario
Spur, Old Ferry - Ontario Highway

Dear Mr. Hunter:

Receipt of your letter of 26 April 1976 is acknowledged. Plans received with this letter are satisfactory to this Department.

This project is of relatively low priority compared to certain other bridges in Idaho which are in need of replacement. It has tentatively been programmed for Fiscal Year 1979, depending on availability of bridge replacement funds.

Your letter will be presented to the Idaho Transportation Board at its next meeting, scheduled for early June. I will keep you informed of the Board's decision.

Sincerely,

B. E. Sessions

B. E. SESSIONS, P.E.
Chief of Development

et

5-18-76
cc Hart
[illegible]
[illegible]

RECEIVED
MAY 17 1976

April 26, 1976

Mr. E. Dean Tisdale
Highway Administrator
Idaho Transportation Department
P. O. Box 7129
Boise, Idaho 83707

bcc F. B. Klaboe
H. S. Coulter
Walt Hart
L. W. Rulien (enc.)
J. H. Versteeg "

Dear Mr. Tisdale:

Possible SBR Financing of
Replacement of Westbound Snake River Bridge
Ontario Spur, Olds Ferry-Ontario Highway

Oregon is anticipating the possible redistribution of unobligated Special Bridge Replacement Funds before the end of this fiscal year. If this occurs, the subject bridge would be on our list of candidates for such funding. Since this is an Oregon-Idaho cooperative project, obligation of the additional SBR funds by both Oregon and Idaho would be required.

We have been working on the project design and enclose three copies of the advance plans for your review and comment. The project will be ready to request Federal PS&E programming in the near future and it would be possible to begin construction this year.

With your approval, we would propose to program this project against any redistributed SBR Funds. I would appreciate knowing how this proposal fits with your priorities as we would have to submit programming documents in the very near future provided funds are made available.

The total project construction cost, including approach roadways, is estimated to be $1.6 million.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

bc/enc. Glen L. Green
FHWA

RWE:dh:ag/ESH:ja

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Details
2B	Stage Construction
2C	Summary
2D	Temporary Protection & Direction of Traffic
34	Plan & Profile

← Not Included

STATE OF ORE

STATE HIGHWAY

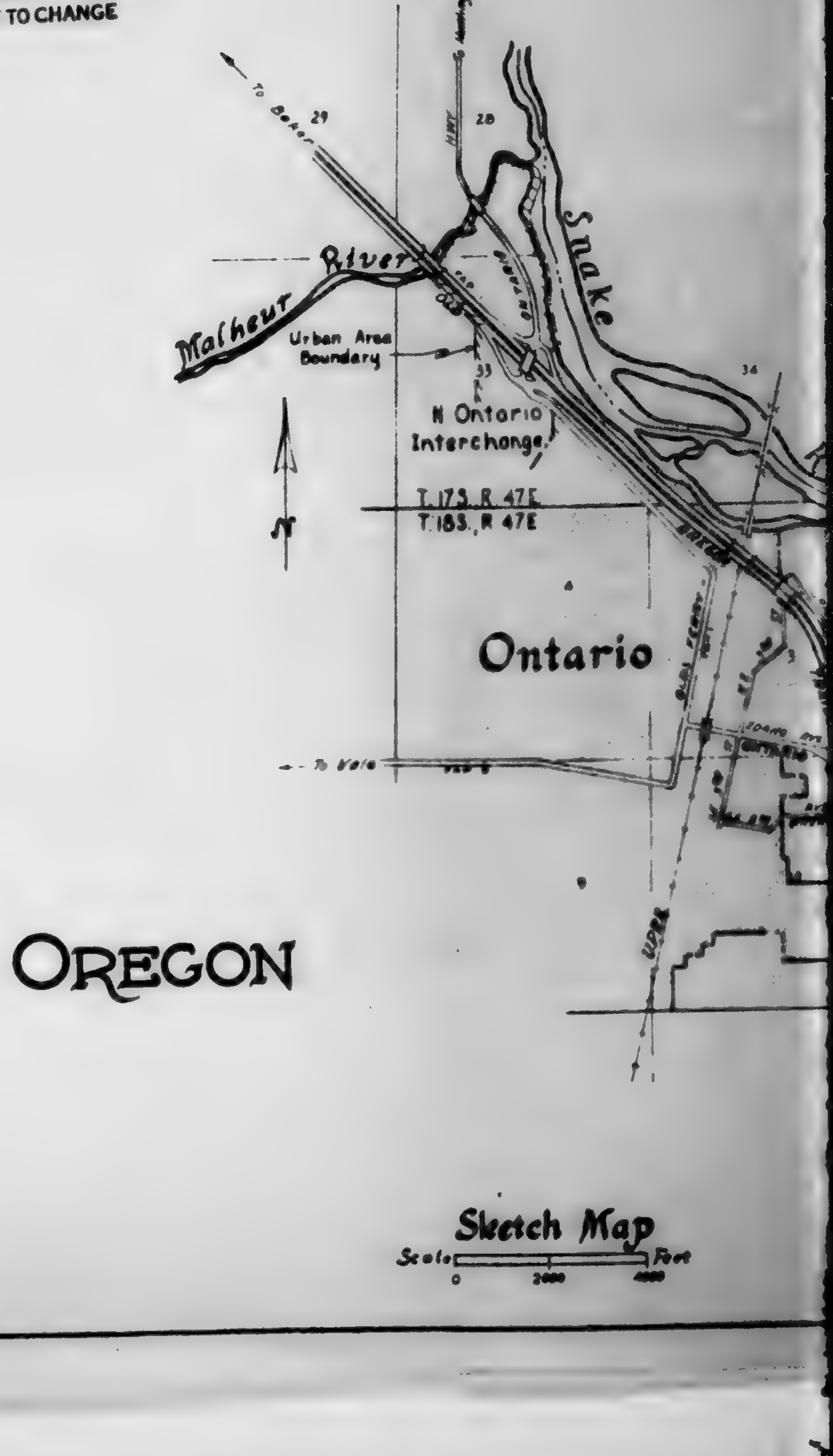
PLANS FOR PROPOSED

SNAKE RIVER (ONTAR

OLDS FERRY - ONTAR

MALHEUR COU

PRELIMINARY COPY
SUBJECT TO CHANGE


To Baker
To Huntington
29
28
HWY
Snake
River
Malheur
Urban Area Boundary
33
34
N Ontario Interchange
T. 17 S., R 47 E
T. 18 S., R 47 E
N
Ontario
To Vale
UPRR
OREGON

Sketch Map

Scale 0 2000 4000 Feet

SNAKE RIVER (ONTARIO SPUR) BR. SEC. OLDS FERRY - ONTARIO HIGHWAY MALHEUR COUNTY				SHEET No. 1
FED ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PRELIMINARY COPY
APR 20 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OF OREGON

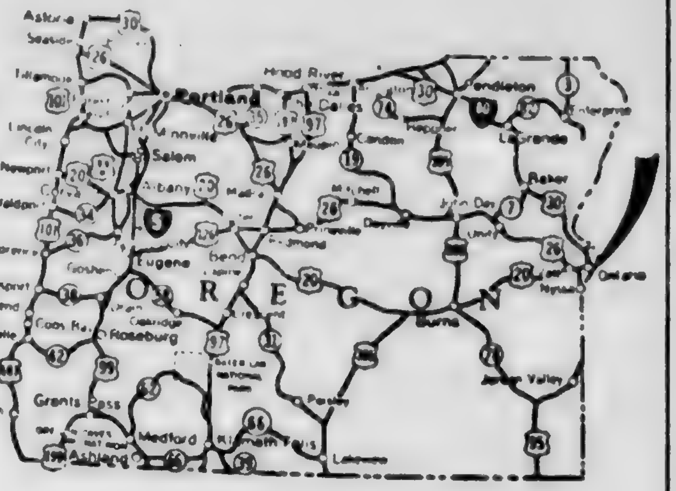
HWAY DIVISION

PROPOSED PROJECT

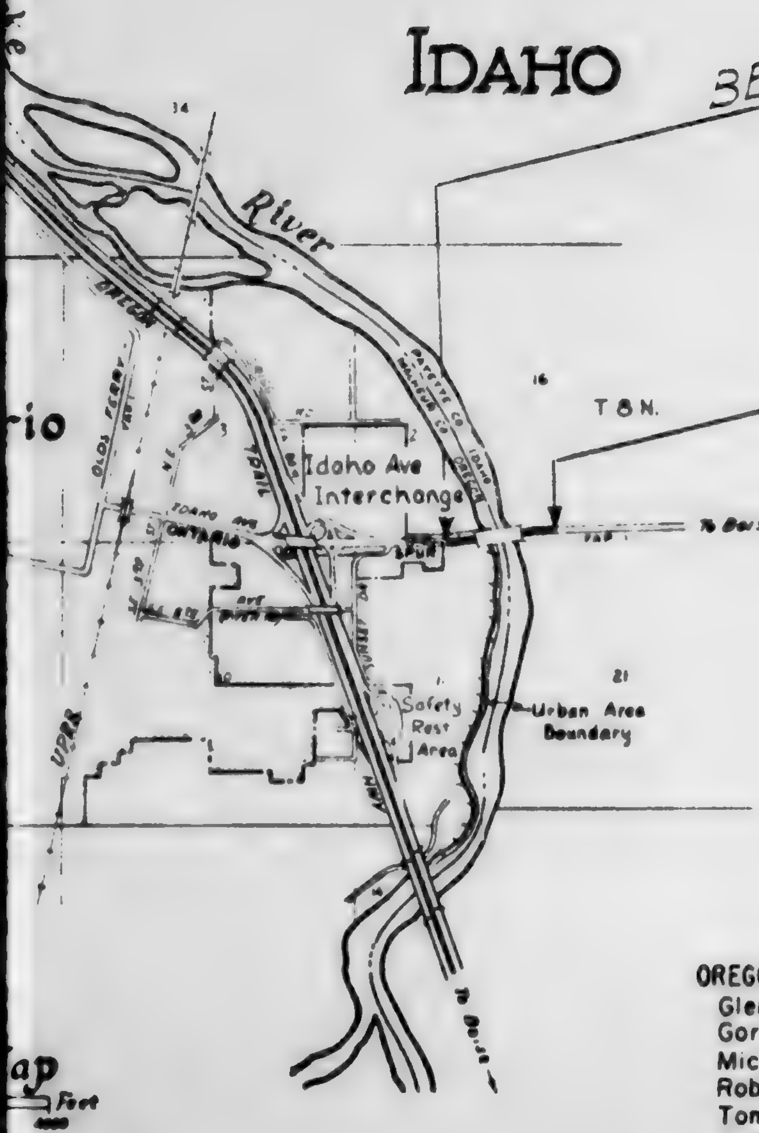
ONTARIO SPUR) BR. SEC.

- ONTARIO HIGHWAY

HEUR COUNTY



Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
Enterprise
Lincoln City
Newport
Salem
Albany
Waldport
Florence
Eugene
Bend
Redmond
Madras
Mitchell
Dayville
John Day
Baker
Reedsport
North Bend
Coos Bay
Roseburg
Burns
Ontario
Nyssa
Jordan Valley
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N



IDAHO
River
rio
14
16
T 8 N.
21
OLDS FERRY
Idaho Ave Interchange
IDAHO AVE
ONTARIO
SPUR
To Boise via Fruitland
Safety Rest Area
Urban Area Boundary
UPRR
To Boise
Feet
BEGINNING OF PROJECT
Sta. 42+00
END OF PROJECT
Sta. 12+15

Fred B Klaboe — ADMINISTRATOR AND HIGHWAY ENGINEER

E S Hunter — DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A Burco	DIRECTOR OF TRANSPORTATION

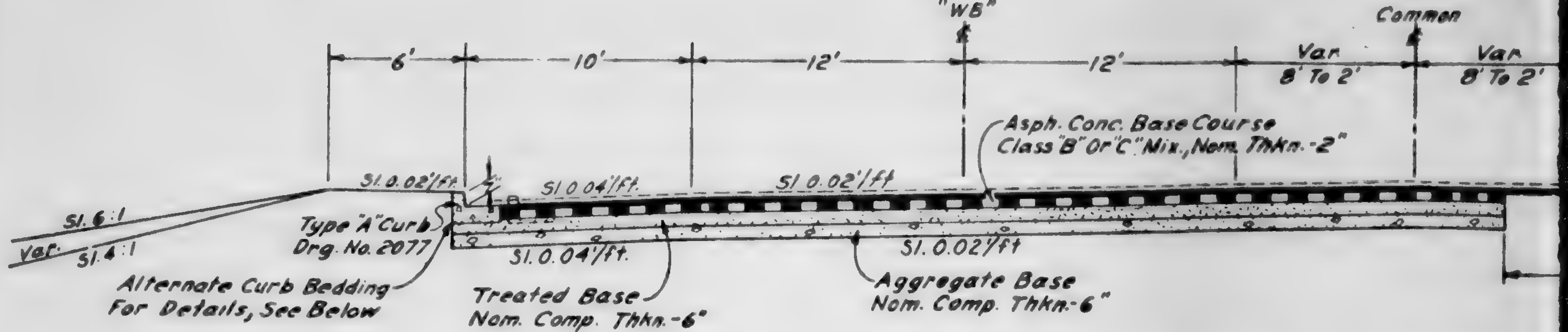
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

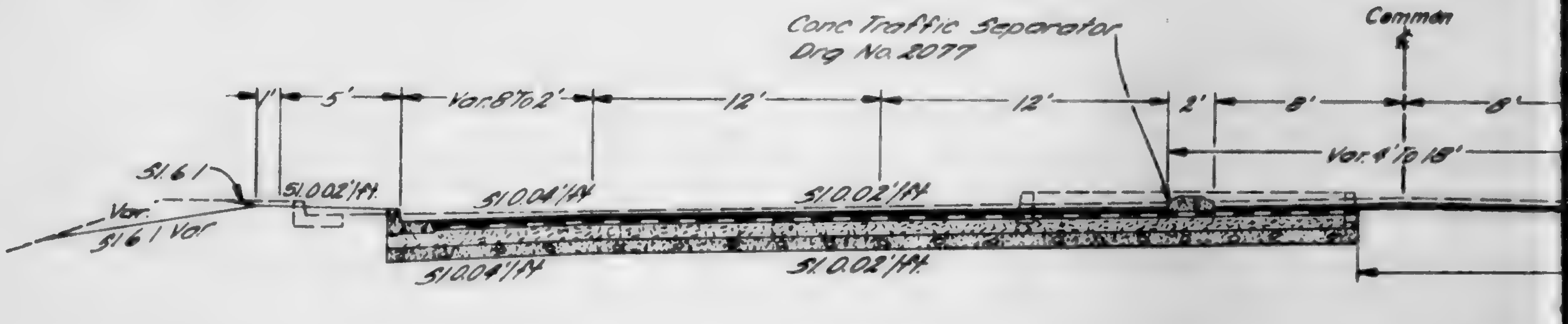
DISTRICT ENGINEER ______ DATE ______

R/W Map 88-29-6

TYPICAL SECT

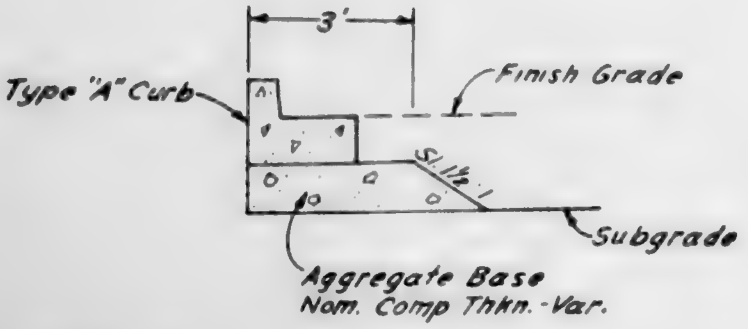

"WB"
Common
6'
10'
12'
12'
Var. 8' To 2'
Var. 8' To 2'
Asph. Conc. Base Course
Class "B" Or "C" Mix., Nom. Thkn. -2"
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 0.02'/ft
Sl. 6:1
Var.
Sl. 4:1
Type "A" Curb
Drg. No. 2077
Sl. 0.04'/ft.
Sl. 0.02'/ft
Alternate Curb Bedding
For Details, See Below
Treated Base
Nom. Comp. Thkn. -6"
Aggregate Base
Nom. Comp. Thkn. -6"

STA. 42 + 00 To STA. 4


Conc Traffic Separator
Drg No. 2077
Common
1'
5'
Var. 8' To 2'
12'
12'
2'
8'
8'
Var. 4' To 18'
Sl. 6:1
Var.
Sl. 6:1 Var
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 0.02'/ft.

STA. 56 + 56.84 [EQUA.

(For Surfacing D


3'
Type "A" Curb
Finish Grade
Sl. 1½:1
Subgrade
Aggregate Base
Nom. Comp Thkn. -Var.

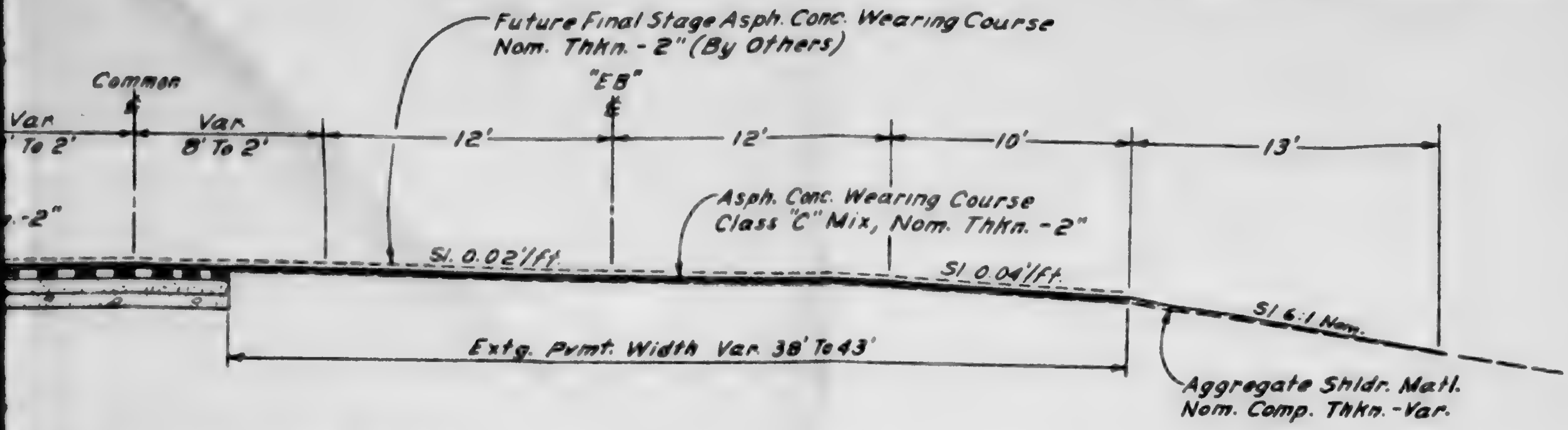
ALTERNATE CURB BEDDING DETAIL

Watson-Leu-Sobo

ECTIONS

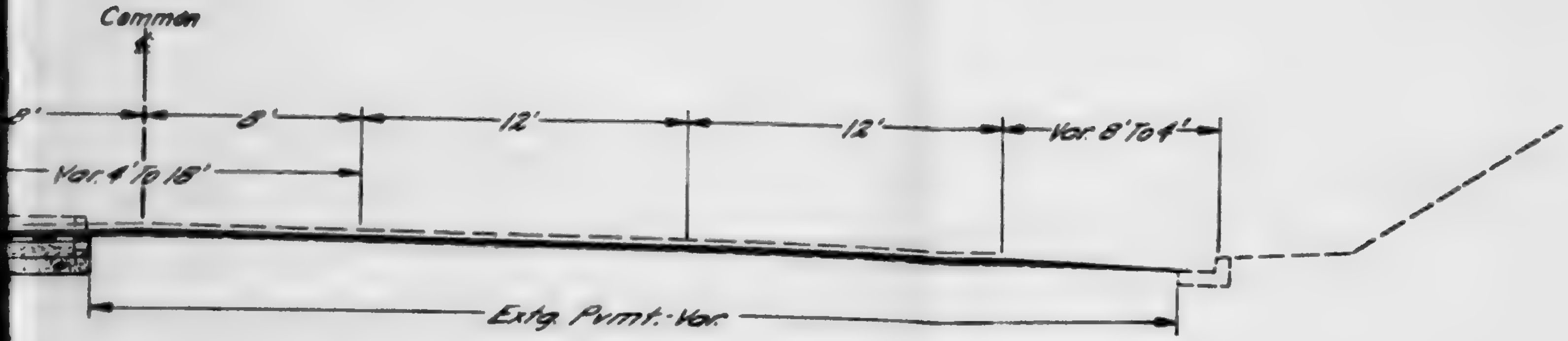
SNAKE RIVER (ONTARIO SPUR) BR. SEC.
OLDS FERRY-ONTARIO HIGHWAY
MALHEUR COUNTY

FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 2 TOTAL SHEETS
10	OREGON			See Index



Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 2" (By Others)
Common ℄
"EB" ℄
Var. To 2'
Var. 8' To 2'
-2"
12'
12'
10'
13'
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn. - 2"
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. 6:1 Nom.
Extg. Pvmt. Width Var. 38' To 43'
Aggregate Shldr. Matl.
Nom. Comp. Thkn. - Var.

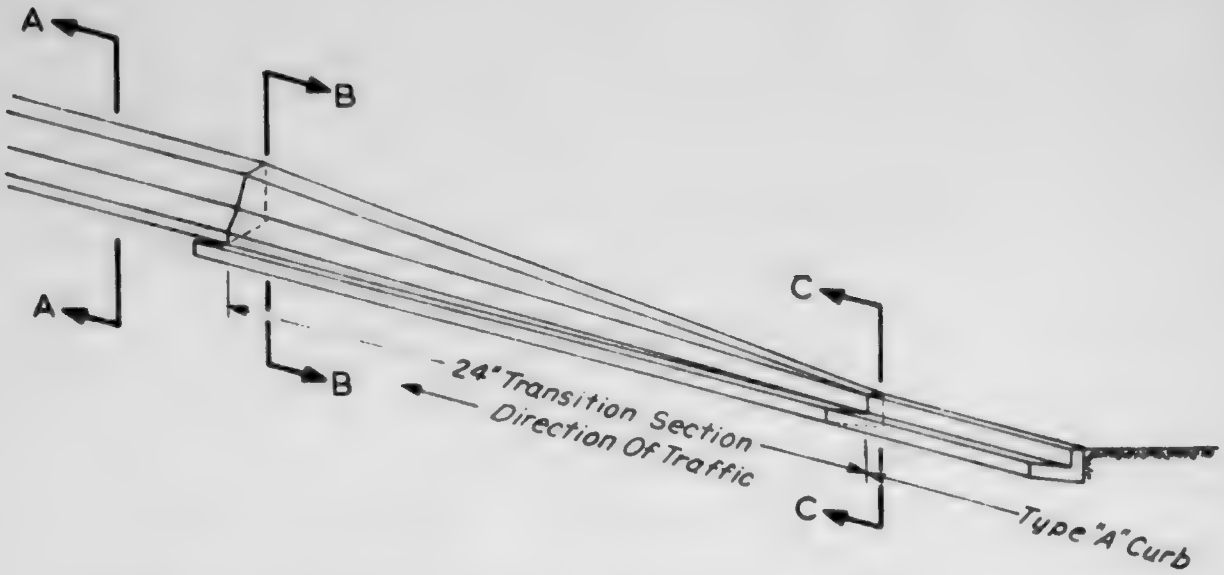
+ 00 To STA. 47 + 69.84



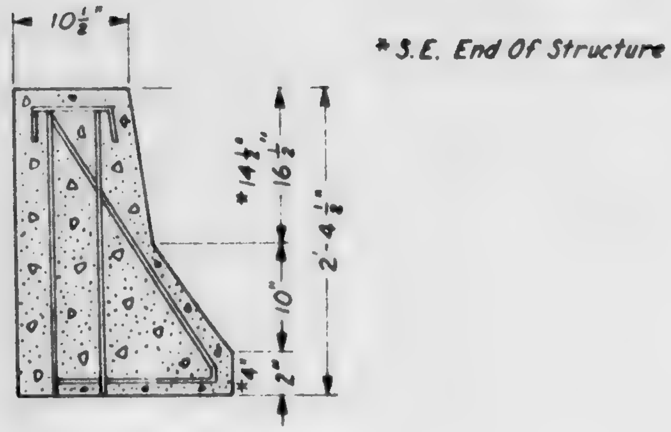
Common ℄
8'
8'
12'
12'
Var. 8' To 4'
Var. 4' To 18'
Extg. Pvmt. - Var.

6 + 56.84 [EQUA. 56 + 66.86 P.O.T. BK. / 6 + 66.86 P.O.T. Ah.] To STA. 12 + 15

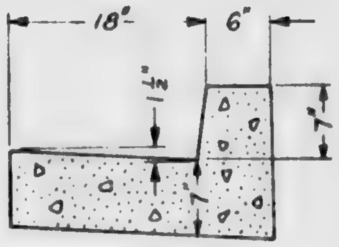
(For Surfacing Details Not Shown See Above)


A
A
B
B
C
C
24" Transition Section
Direction Of Traffic
Type "A" Curb

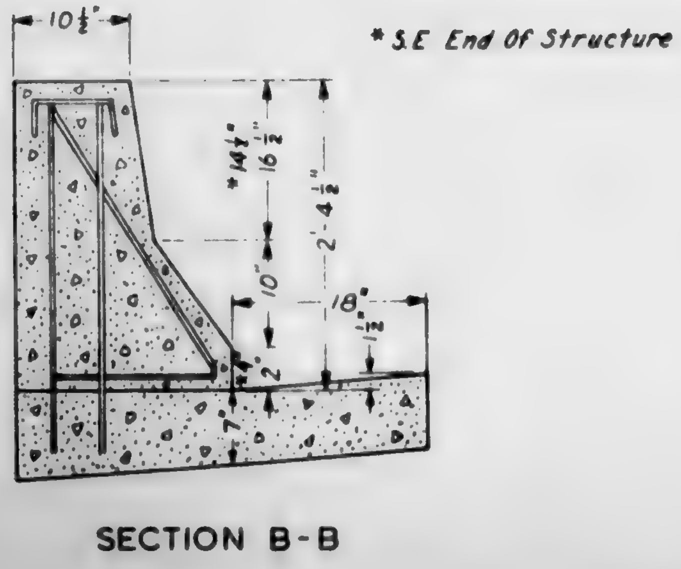
CONCRETE·SHOULDER BARRIER TRANSITION


10½"
*S.E. End Of Structure
*14½"
16½"
2'-4½"
10"
2"
4"

SECTION A-A

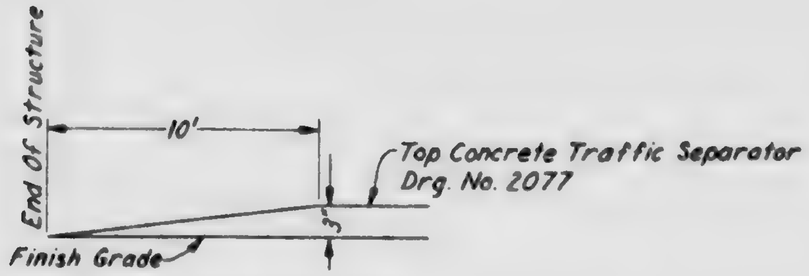


SECTION C-C


10½"
*S.E End Of Structure
*14½"
16½"
2'-4½"
10"
18"
1½"
2"
7"

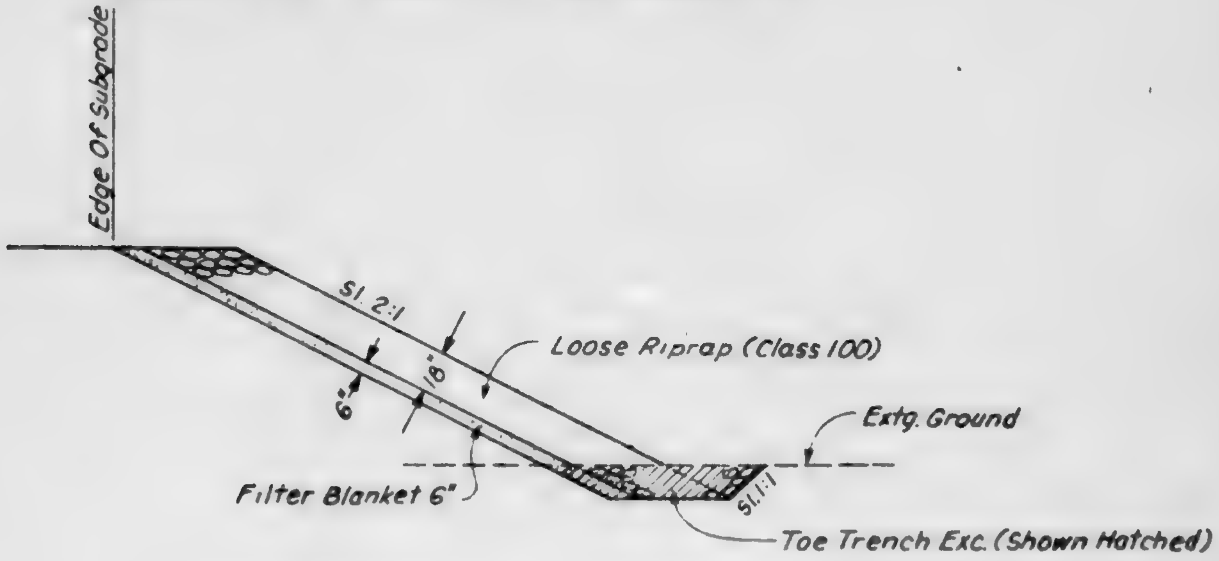
SECTION B-B

SNAKE RIVER (ONTARIO SPUR) BR. SEC. OLDS FERRY - ONTARIO HIGHWAY MALHEUR COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

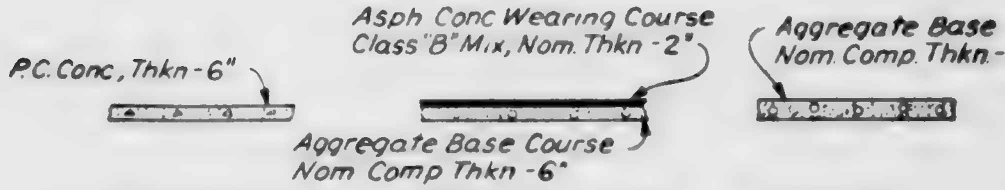

End Of Structure
10'
Top Concrete Traffic Separator
Drg. No. 2077
3"
Finish Grade

ELEVATION

CONCRETE TRAFFIC SEPARATOR

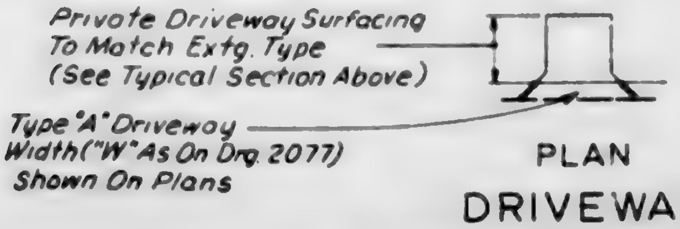

Edge Of Subgrade
Sl. 2:1
Loose Riprap (Class 100)
18"
6"
Extg. Ground
Filter Blanket 6"
Sl. 1:1
Toe Trench Exc. (Shown Hatched)

LOOSE RIPRAP AT BRIDGE ENDS


P.C. Conc., Thkn - 6"
Asph Conc Wearing Course
Class "B" Mix, Nom. Thkn - 2"
Aggregate Base Course
Nom Comp Thkn - 6"
Aggregate Base
Nom. Comp. Thkn. - 8"

P.C. CONCRETE ASPHALT CONC. GRAVEL

PRIVATE DRIVE WAY AND PRIVATE APPROACH SURFACING

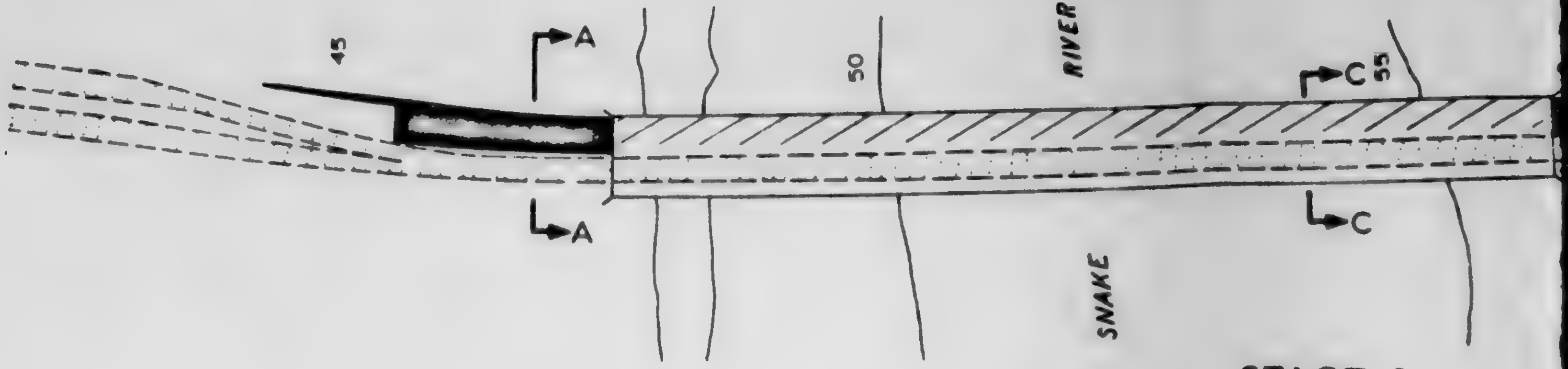

Private Driveway Surfacing
To Match Extg. Type
(See Typical Section Above)
Type "A" Driveway
Width ("W" As On Drg. 2077)
Shown On Plans

PLAN

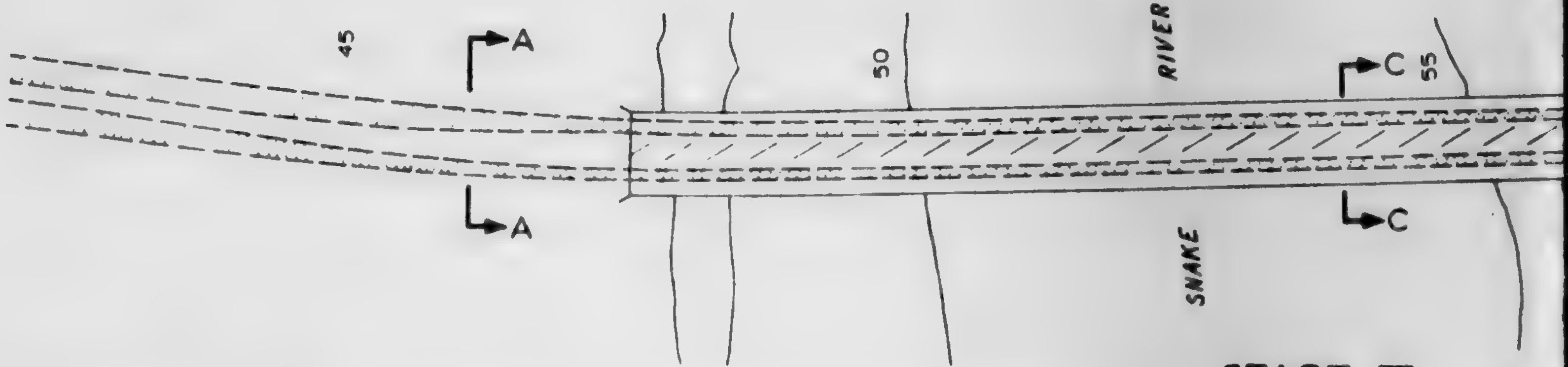
DRIVEWAY

(For Details Not Shown, See Drg. 2077)

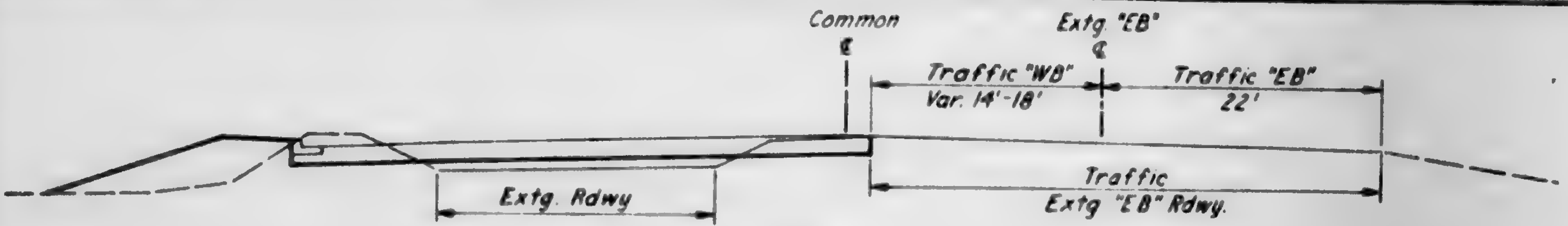
STAGE CONSTRUC


45
A
A
50
RIVER
C
55
C
SNAKE

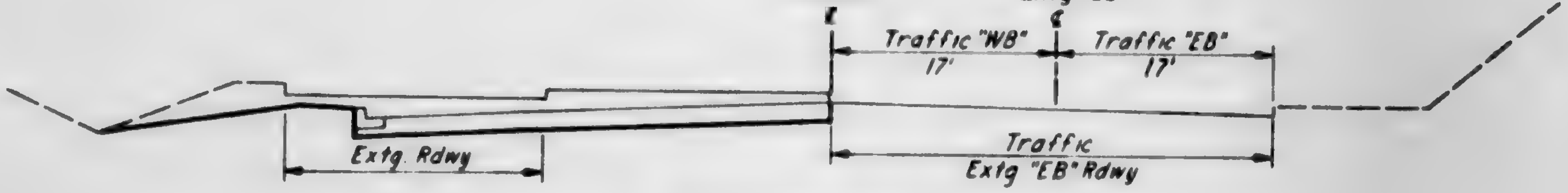
STAGE I


45
A
A
50
RIVER
C
55
C
SNAKE

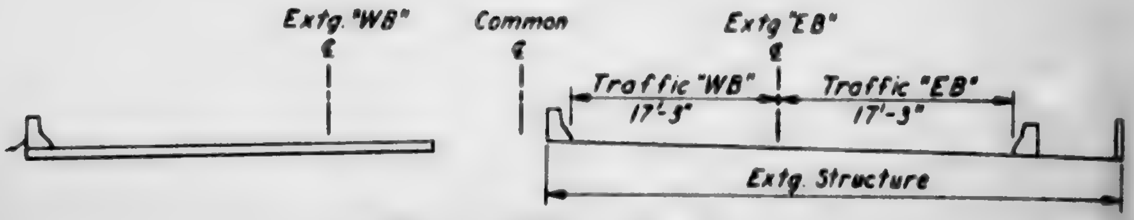
STAGE II


Common ℄
Extg. "EB" ℄
Traffic "WB"
Var. 14'-18'
Traffic "EB"
22'
Traffic
Extg "EB" Rdwy.
Extg. Rdwy

SECTION A-A


Common ℄
Extg "EB" ℄
Traffic "WB"
17'
Traffic "EB"
17'
Traffic
Extg "EB" Rdwy
Extg. Rdwy

SECTION B-B

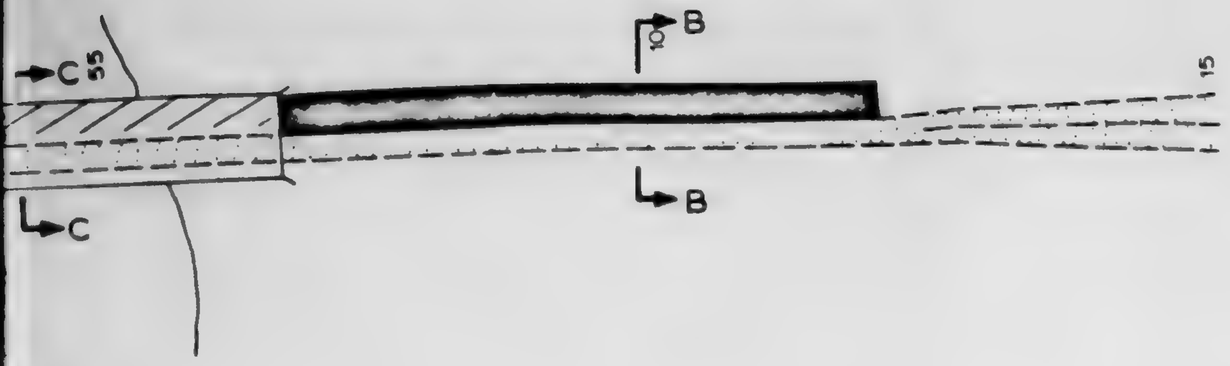

Extg. "WB" ℄
Common ℄
Extg "EB" ℄
Traffic "WB"
17'-3"
Traffic "EB"
17'-3"
Extg. Structure

BRIDGE SECTION C-C

STAGE I

CONSTRUCTION

SNAKE RIVER (ONTARIO SPUR) BR. SEC. OLDS FERRY-ONTARIO HIGHWAY MALHEUR COUNTY				SHEET No. 2B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

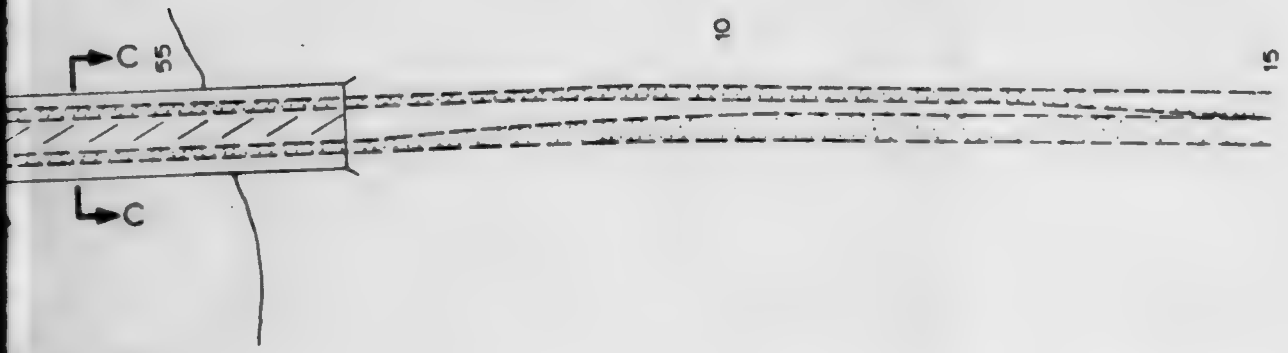

C
55
B
10
B
C
15

░ *Under Traffic*

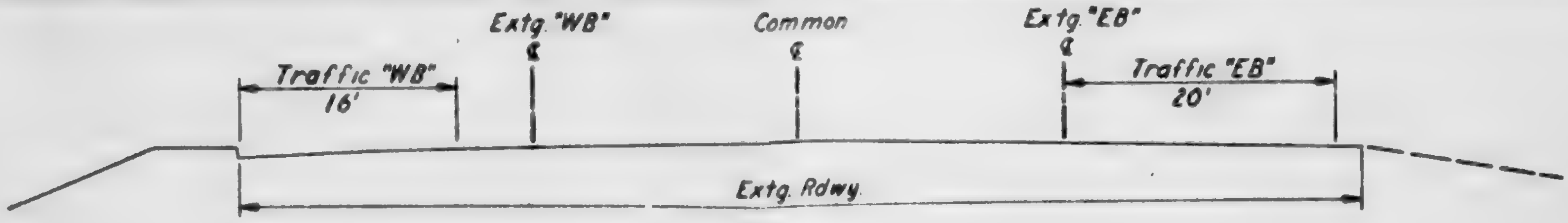
▬ *Under Const.*

▨ *Bridge Const.*

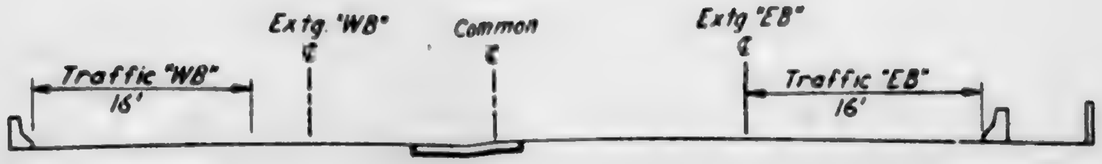
AGE I



AGE II

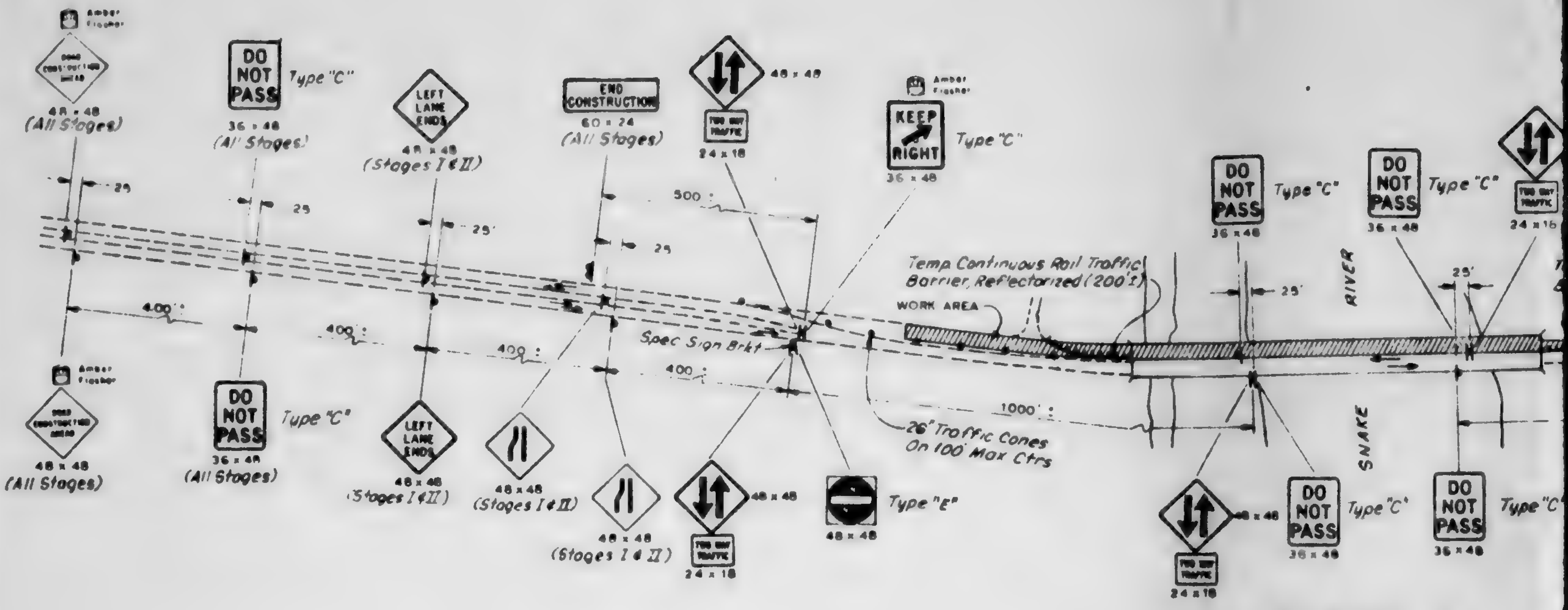

Extg. "WB" ℄
Common ℄
Extg. "EB" ℄
Traffic "WB" 16'
Traffic "EB" 20'
Extg. Rdwy.

SECTION A-A

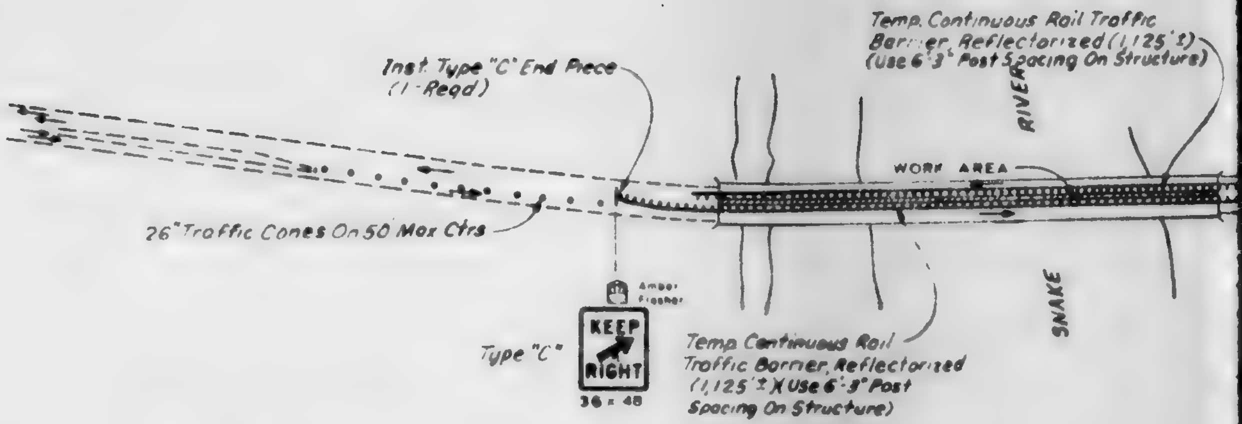

Extg. "WB" ℄
Common ℄
Extg "EB" ℄
Traffic "WB" 16'
Traffic "EB" 16'

BRIDGE SECTION C-C

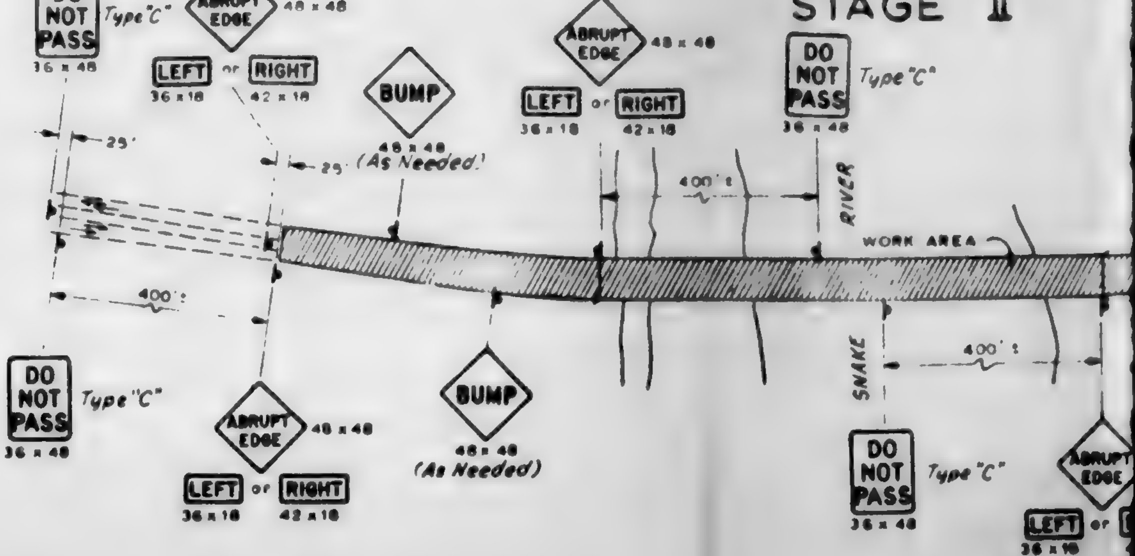
STAGE II


Amber Flasher
48 x 48
(All Stages)
DO NOT PASS
Type "C"
36 x 48
(All Stages)
LEFT LANE ENDS
48 x 48
(Stages I & II)
END CONSTRUCTION
60 x 24
(All Stages)
TWO WAY TRAFFIC
48 x 48
24 x 18
Amber Flasher
KEEP RIGHT
Type "C"
36 x 48
25'
500'
400'
Spec Sign Brkt
Temp Continuous Rail Traffic Barrier, Reflectorized (200'±)
WORK AREA
1000'±
26" Traffic Cones On 100' Max Ctrs
RIVER
SNAKE
Amber Flasher
48 x 48
(All Stages)
DO NOT PASS
Type "C"
36 x 48
(All Stages)
LEFT LANE ENDS
48 x 48
(Stages I & II)
48 x 48
(Stages I & II)
48 x 48
(Stages I & II)
TWO WAY TRAFFIC
48 x 48
24 x 18
Type "E"
48 x 48
DO NOT PASS
Type "C"
36 x 48

STAGE I


Inst. Type "C" End Piece (1-Reqd)
Temp. Continuous Rail Traffic Barrier, Reflectorized (1,125'±) (Use 6'-3" Post Spacing On Structure)
RIVER
WORK AREA
26" Traffic Cones On 50' Max Ctrs
Amber Flasher
Type "C"
KEEP RIGHT
36 x 48
Temp Continuous Rail Traffic Barrier, Reflectorized (1,125'±)(Use 6'-3" Post Spacing On Structure)
SNAKE

STAGE II

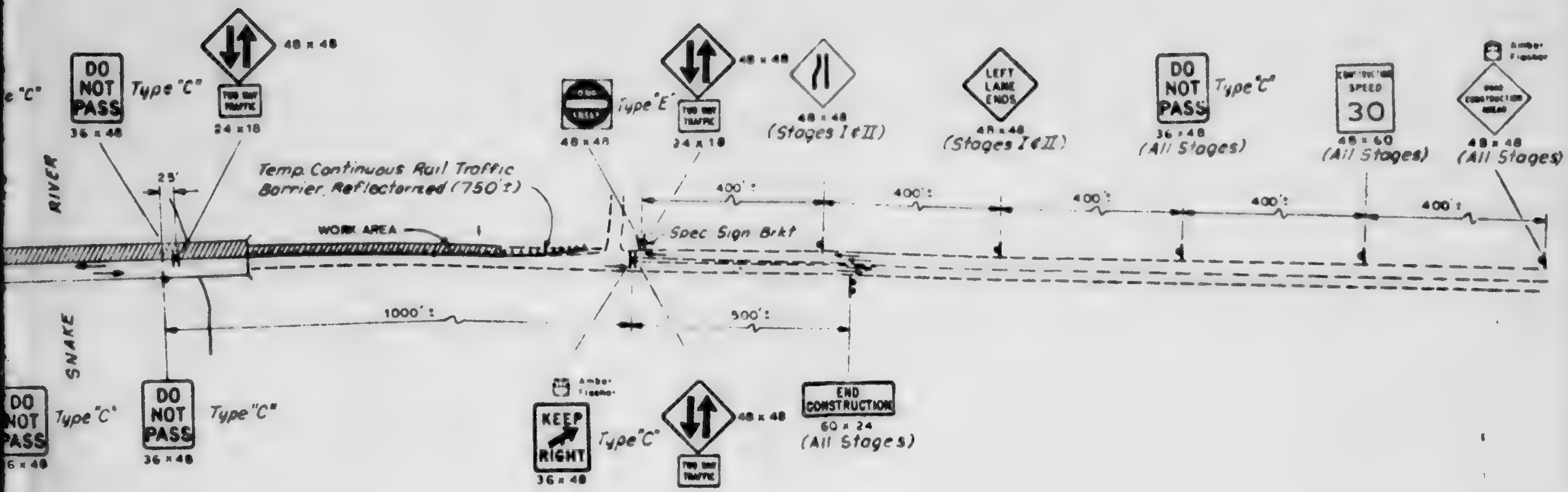

DO NOT PASS
Type "C"
36 x 48
ABRUPT EDGE
48 x 48
LEFT or RIGHT
36 x 18
42 x 18
BUMP
48 x 48
(As Needed)
25'
400'±
RIVER
WORK AREA
400'
SNAKE
400'±
DO NOT PASS
Type "C"
36 x 48
ABRUPT EDGE
48 x 48
LEFT or RIGHT
36 x 18
42 x 18
BUMP
48 x 48
(As Needed)
DO NOT PASS
Type "C"
36 x 48
ABRUPT EDGE
LEFT
36 x 18

OVERLAY

Accompanied By Drg. Nos. S-1, S-3, S-5, S-6, S-7, S-12, 2126 & 2126C.

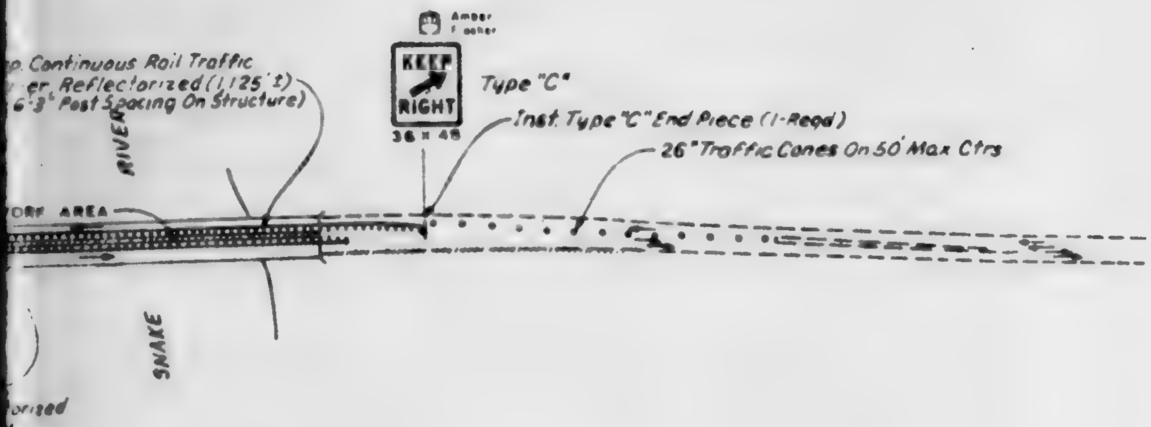
SNAKE RIVER (ONTARIO SPUR) BR. SEC. OLDS FERRY ~ ONTARIO HIGHWAY MALHEUR COUNTY				SHEET No. 2D
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC



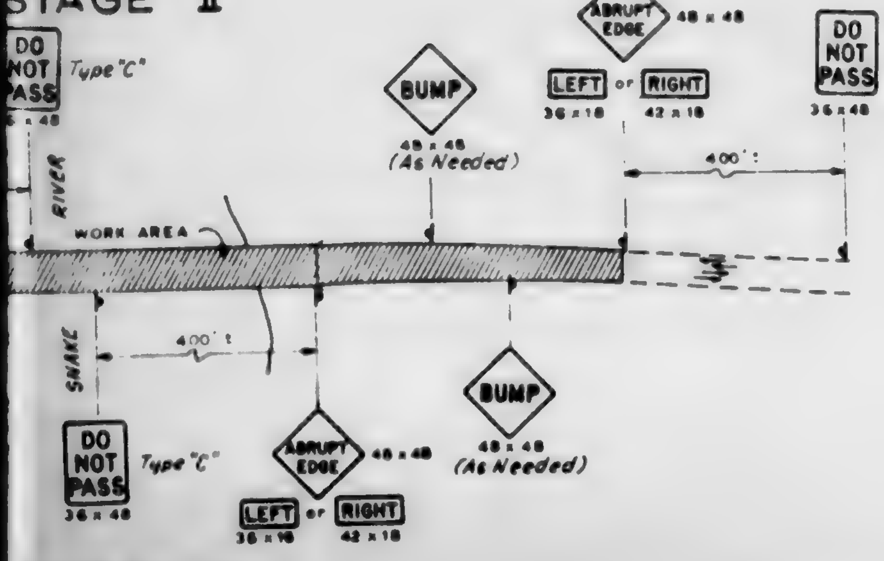
e "C"
DO NOT PASS
Type "C"
36 x 48
48 x 48
TWO WAY TRAFFIC
24 x 18
Type "E"
48 x 48
48 x 48
24 x 18
48 x 48
(Stages I & II)
LEFT LANE ENDS
48 x 48
(Stages I & II)
DO NOT PASS
Type "C"
36 x 48
(All Stages)
CONSTRUCTION SPEED 30
48 x 60
(All Stages)
Amber Flasher
ROAD CONSTRUCTION AHEAD
48 x 48
(All Stages)
RIVER
25'
Temp. Continuous Rail Traffic Barrier, Reflectorized (750'±)
WORK AREA
400'±
400'±
400'±
400'±
400'±
Spec. Sign Brkt.
1000'±
500'±
SNAKE
DO NOT PASS
Type "C"
36 x 48
DO NOT PASS
Type "C"
36 x 48
Amber Flasher
KEEP RIGHT
Type "C"
36 x 48
48 x 48
TWO WAY TRAFFIC
END CONSTRUCTION
60 x 24
(All Stages)

TAGE I



Amber Flasher
p. Continuous Rail Traffic
er, Reflectorized (1,125'±)
6'-3" Post Spacing On Structure)
KEEP RIGHT
Type "C"
36 x 48
Inst. Type "C" End Piece (1-Reqd.)
26" Traffic Cones On 50' Max. Ctrs.
RIVER
ORK AREA
SNAKE
orized

STAGE II



DO NOT PASS
Type "C"
BUMP
48 x 48
(As Needed)
ABRUPT EDGE
48 x 48
LEFT or RIGHT
36 x 18
42 x 18
DO NOT PASS
Type "C"
36 x 48
400'±
RIVER
WORK AREA
SNAKE
400'±
DO NOT PASS
Type "C"
36 x 48
ABRUPT EDGE
48 x 48
LEFT or RIGHT
36 x 18
42 x 18
BUMP
48 x 48
(As Needed)

OVERLAY

① *Sta. 45+35*
Const. A.C. Driveway, Type "A-1"-1
(For Details, See Sheet 2A)

② *Remove Type "A" Curb - 240'*
Const. Type "A" Curb -
(Drg. No. 2077)

③ *Painted Traffic Markers (By Others)*
(Drg. No. 2104)

④ *Remove Guard Rail - 254'*

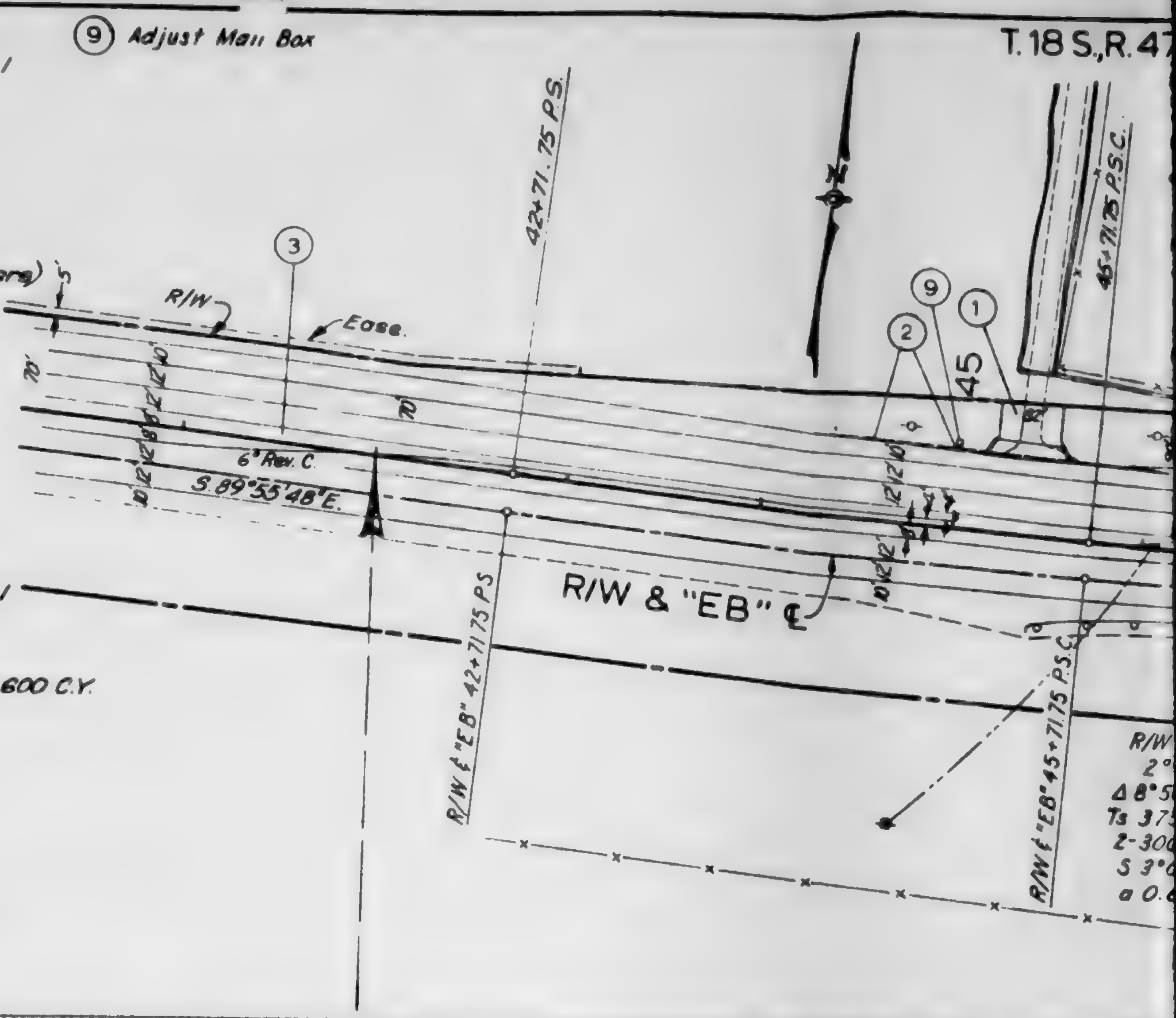
⑤ *Sta 47+26 To Sta 47+50*
Const. Conc. Transition Barrier
(For Detail, See Sheet 2A)

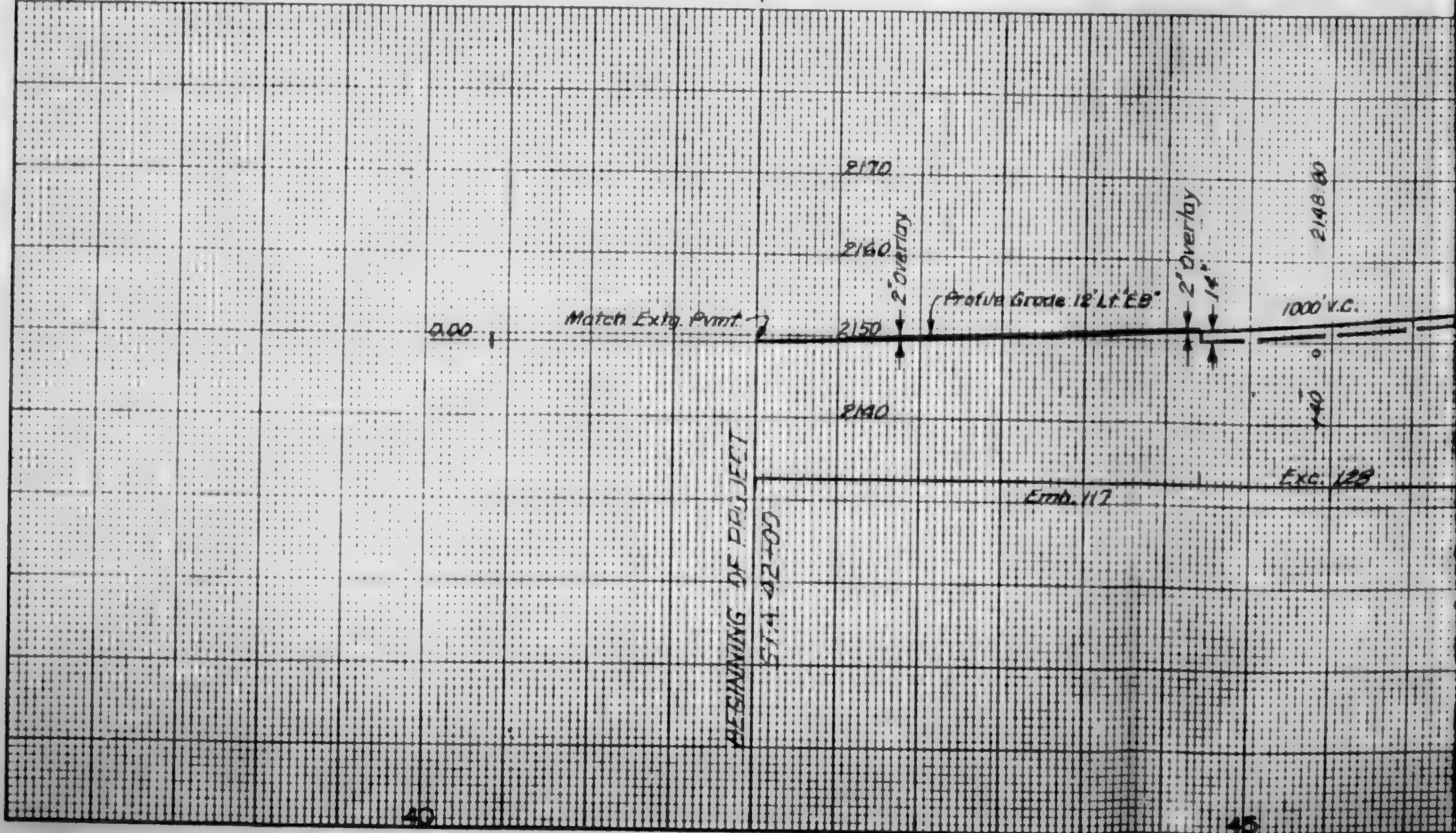
⑥ *Const. Reinf. Conc. Bridge Panel*
(Drg. No 2070)

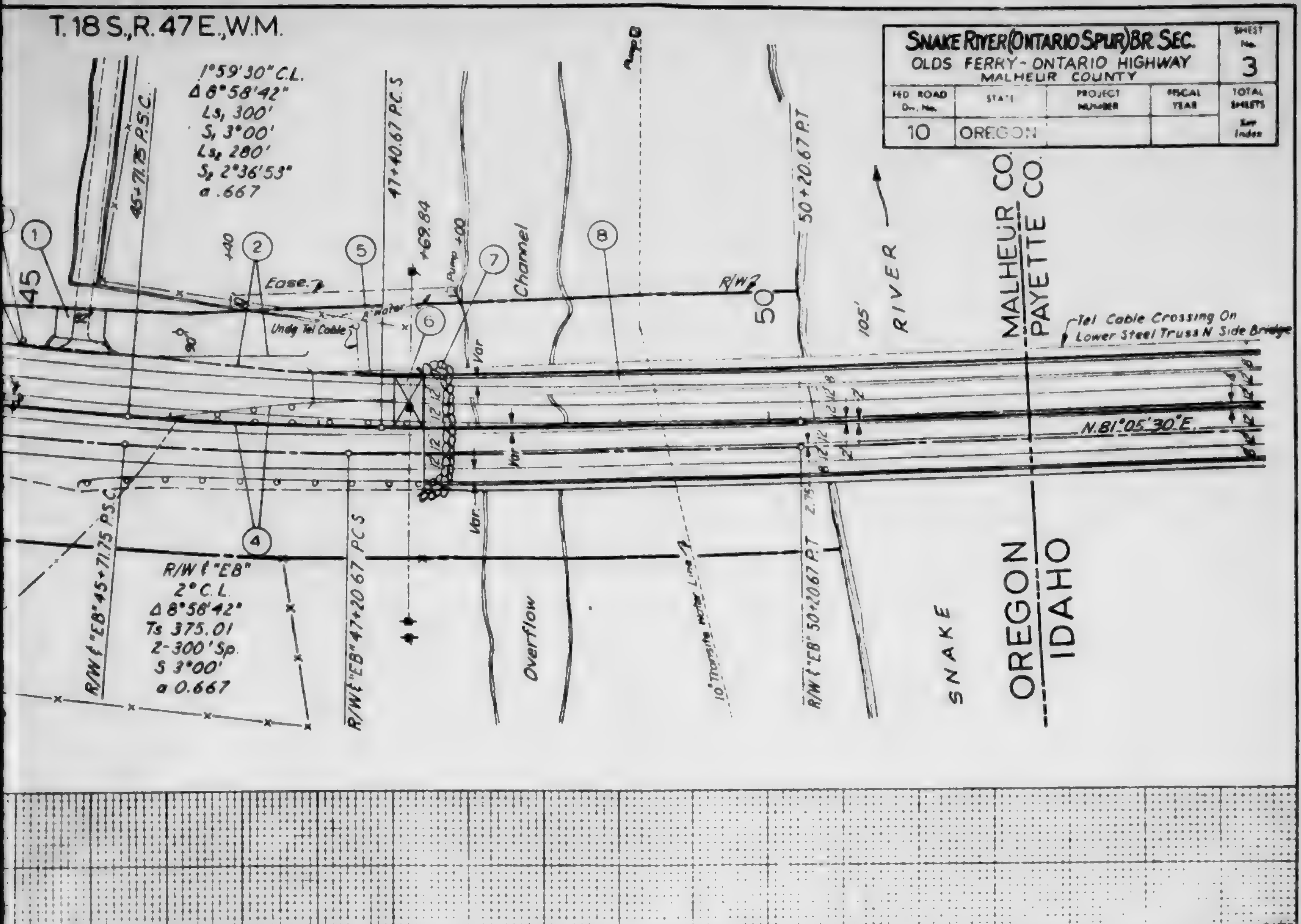
⑦ *Const. Loose Riprap (Class 100) - 600 C.Y.*
Filter Blanket - 110 C.Y.
Toe Trench Exc. 160 C.Y.
(For Details, See Sheet 2)

⑧ *Remove Extg. Steel Structure*
Bridge No 1000
Const. Bridge 787'
Rdwy. Width 77'-7½" W/5' Walk Rt.
(For Drg Nos., See Sheet 1)

⑨ *Adjust Mail Box*


T. 18 S., R. 47
42+71.75 P.S.
45+71.75 P.S.C.
③
⑨
②
①
45
R/W
Ease.
5'
10'
10'
6" Rev. C.
S 89°55'48"E.
R/W & "EB" ℄
R/W ℄ "EB" 42+71.75 PS
R/W ℄ "EB" 45+71.75 P.S.C.
R/W
2°
Δ 8°5
Ts 37
Z-300
S 3°
a 0.6


2170
2160
2150
2140
0.00
Match Extg. Pvmt.
2" Overlay
Profile Grade 12' Lt. "EB"
2" Overlay
1/4"
2148.80
1000' V.C.
40
Exc. 128
Emb. 117
BEGINNING OF PROJECT
STA 42+00
40
45


T. 18 S., R. 47 E., W.M.
SNAKE RIVER (ONTARIO SPUR) BR. SEC.
OLDS FERRY - ONTARIO HIGHWAY
MALHEUR COUNTY
SHEET No. 3
FED. ROAD DIV. No. 10
STATE OREGON
PROJECT NUMBER
FISCAL YEAR
TOTAL SHEETS
See Index
1°59'30" C.L.
Δ 8°58'42"
Ls, 300'
S, 3°00'
Ls, 280'
S, 2°36'53"
a .667
45+71.75 P.S.C.
47+40.67 P.C.S
+69.84
Pump +00
50+20.67 P.T.
Pump
Ease.
R/W
Undg Tel Cable
Water
Channel
45
50
105'
RIVER
MALHEUR CO.
PAYETTE CO.
Tel Cable Crossing On Lower Steel Truss N Side Bridge
N.81°05'30"E.
Var
12
R/W ℄ "EB"
2° C.L.
Δ 8°58'42"
Ts 375.01
2-300' Sp.
S 3°00'
a 0.667
R/W ℄ "EB" 45+71.75 P.S.C.
R/W ℄ "EB" 47+20.67 P.C.S
R/W ℄ "EB" 50+20.67 P.T.
Overflow
10" Transite Water Line
SNAKE
OREGON
IDAHO
①
②
④
⑤
⑥
⑦
⑧
2148.80
+69.84
+40
Profile Grade @ "EB" ℄
+2.78
1000' V.C.
1:2
Exc. 128
Exc. 57
Emb. 52
Emb. 1267
Ground Line
See Sheet 4
2170
2160
2150
2140
2130
2120
45
50

T.18 S.,R.47

① Const. Reinf. Conc. Bridge Panel

② Const. Loose Riprap (Class 100) 300 C.Y.
Const. Filter Blanket 110 C.Y.
Toe Trench Exc. 110 C.Y.
(For Details See Sht. 2)

③ Remove Guard Rail - 525' (Total)

④ Remove Type "A" Curb
Const Type "A" Curb

⑤ Remove Island

⑥ Sta 6+82
Const Manhole - Depth 5'
Const Type "CG-1" Inlet
Inst. 12" Culv. Pipe - 116' (Total)
Tr. Exc. 30 C.Y.
Under Pvmt. - 40'
Drgs. No. 2050, 2050A & 2105

⑦ Remove Manhole
Remove Inlet
Remove Culv. Pipe

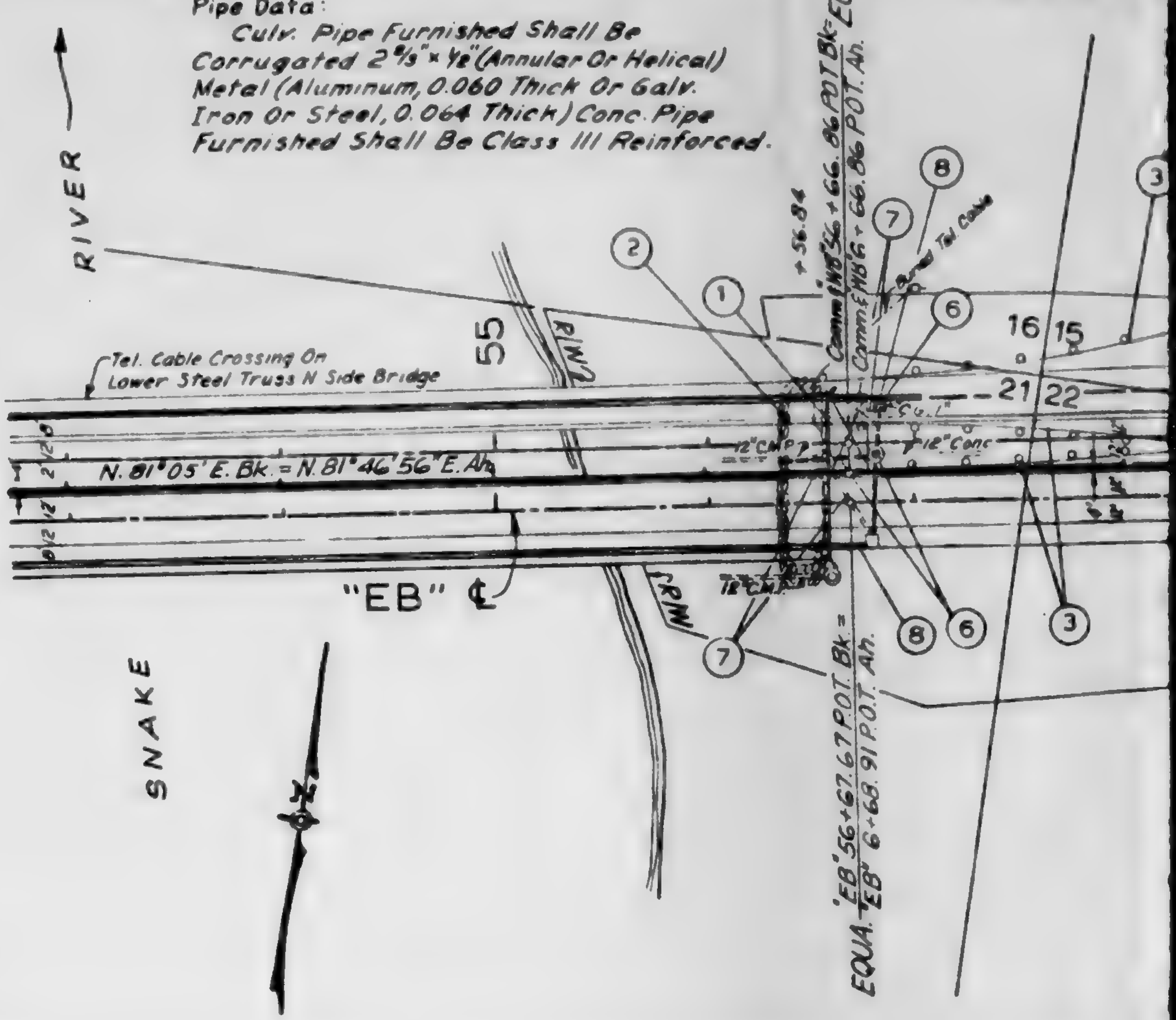
⑧ Const. Conc. Transition Barrier - 2 (Total)
(For Details See Sht. 2A)

⑨ Sta. 56+57 To Sta. 12+15
Const. Conc Traffic Separator
(For Details, See Sheet 2A & Drg No 2077)

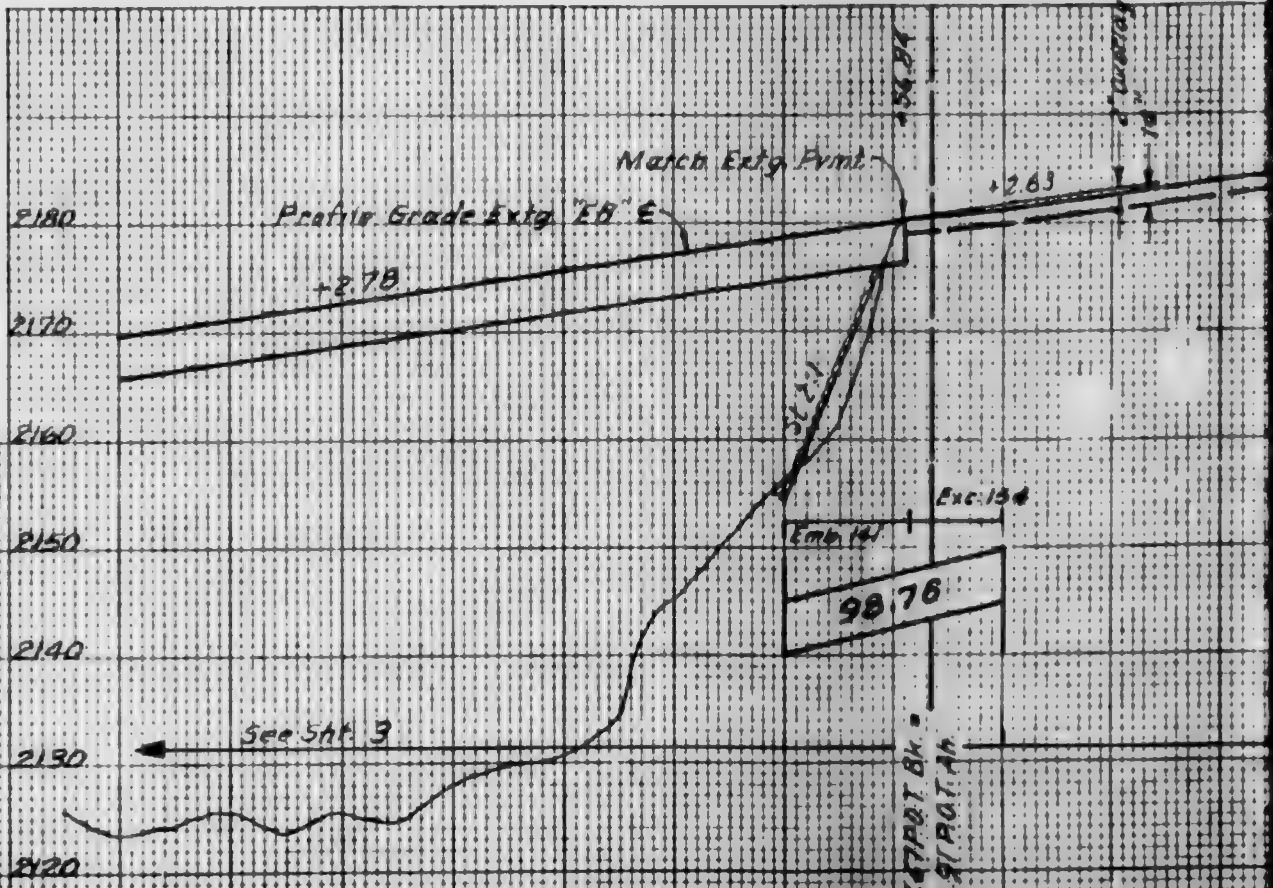
⑩ Sta. 9+50
Adjust Manhole

⑪ Sta 9+10
Const Type "CG-1" Inlet
Inst. 12" Culv. Pipe - 40'
Tr. Exc 10 C.Y.

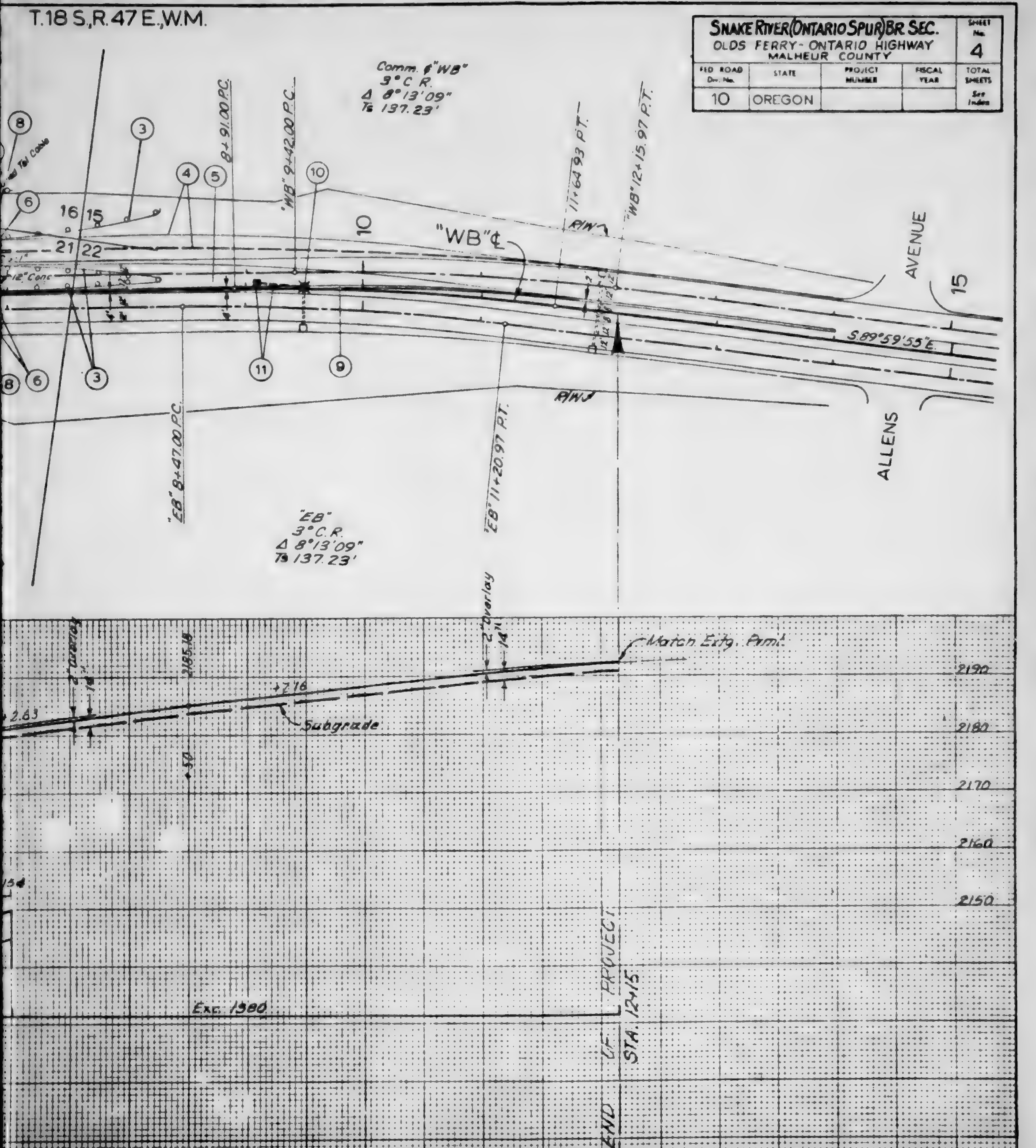
Pipe Data:
Culv. Pipe Furnished Shall Be Corrugated 2⅔" × ½" (Annular Or Helical) Metal (Aluminum, 0.060 Thick Or Galv. Iron Or Steel, 0.064 Thick) Conc. Pipe Furnished Shall Be Class III Reinforced.

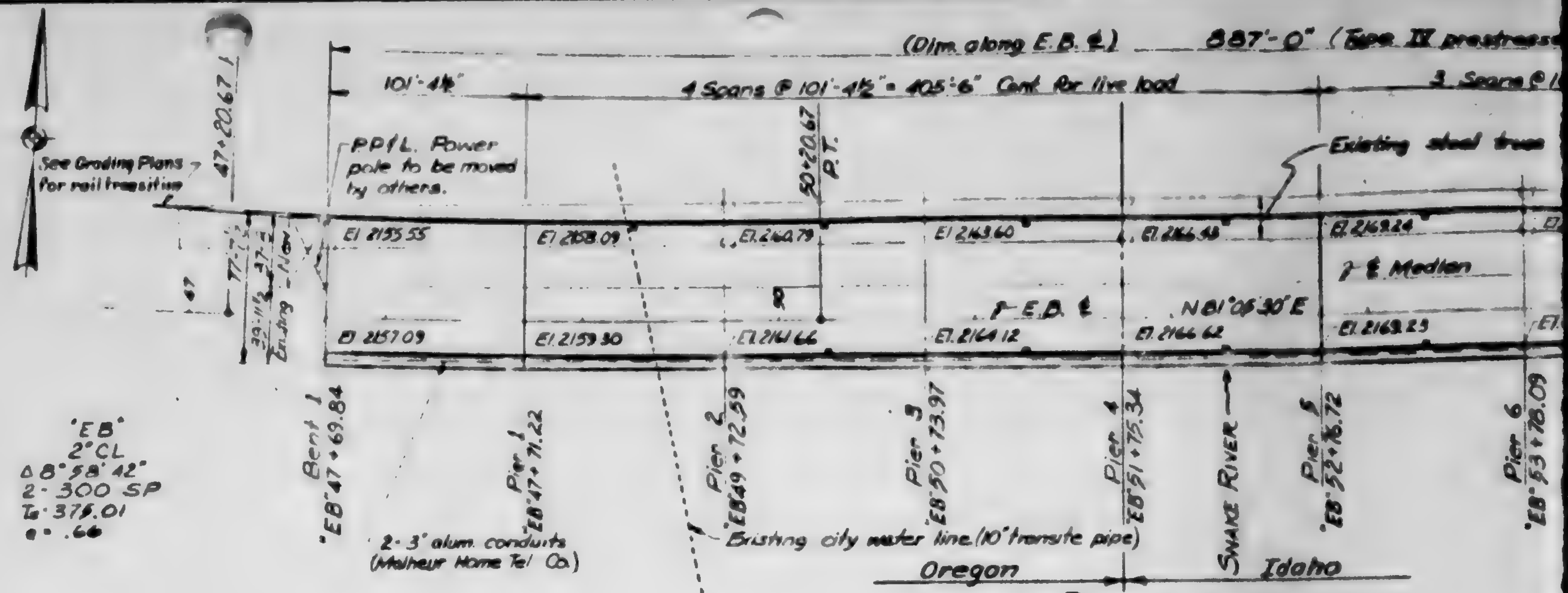


RIVER
SNAKE
55
Tel. Cable Crossing On Lower Steel Truss N Side Bridge
N. 81° 05' E. Bk. = N. 81° 46' 56" E. Ah.
"EB" ℄
R/W
+56.84
Comm ℄ HB "S" + 66.86 P.O.T. Bk. = EQUA.
Comm ℄ HB "G" + 66.86 P.O.T. Ah.
EQUA. "EB" 56+67.67 P.O.T. Bk. = "EB" 6+68.91 P.O.T. Ah.
12" CMP
12" Conc
CG-1
Tel Cable
16 15
21 22
①
②
③
⑥
⑦
⑧



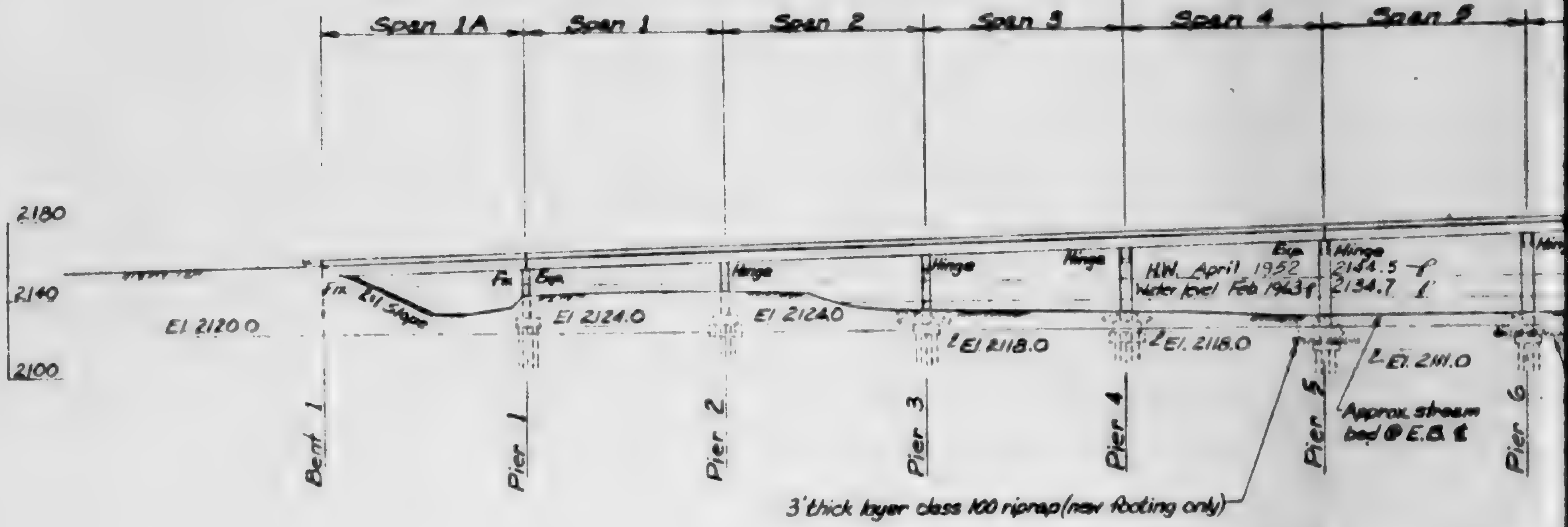
SNAKE RIVER (ONTARIO SPUR) BR. SEC. OLDS FERRY-ONTARIO HIGHWAY MALHEUR COUNTY				SHEET No. 4
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


T.18 S.,R.47 E.,W.M.
Comm. ¢ "WB"
3° C.R.
Δ 8°13'09"
T= 137.23'
8+91.00 P.C.
"WB" 9+42.00 P.C.
11+64.93 P.T.
"WB" 12+15.97 P.T.
R/W
"WB" ¢
10
15
AVENUE
ALLENS
S.89°59'55"E.
16
15
21
22
12" Conc.
3
4
5
6
8
10
11
9
"EB" 8+47.00 P.C.
"EB" 11+20.97 P.T.
"EB"
3° C.R.
Δ 8°13'09"
T= 137.23'
2" Overlay
14"
2185.18
+2.83
+7.16
+50
Subgrade
Match Extg. Pvmt.
2190
2180
2170
2160
2150
Exc. 1980
END OF PROJECT
STA. 12+15
10
15


(Dim. along E.B. ℄)
887'-0" (Type IV prestress
101'-4½"
4 Spans @ 101'-4½" = 405'-6" Cont. for live load
3 Spans @ 1
See Grading Plans for rail transition
47+20.67 P.C.
50+20.67 P.T.
P.P.&L. Power pole to be moved by others.
Existing steel truss
El. 2155.55
El. 2158.09
El. 2160.79
El. 2163.60
El. 2166.48
El. 2169.24
℄ Median
℄ E.B. ℄
N 81°05'30" E
El. 2157.09
El. 2159.30
El. 2161.66
El. 2164.12
El. 2166.62
El. 2169.23
"EB"
2° CL
Δ 8°58'42"
2-300 SP
Ts 375.01
e .66
Bent 1 "EB" 47+69.84
Pier 1 "EB" 47+71.22
Pier 2 "EB" 49+72.59
Pier 3 "EB" 50+73.97
Pier 4 "EB" 51+75.34
Snake River
Pier 5 "EB" 52+76.72
Pier 6 "EB" 53+78.09
2-3" alum. conduits (Malheur Home Tel. Co.)
Existing city water line (10" transite pipe)
Oregon
Idaho

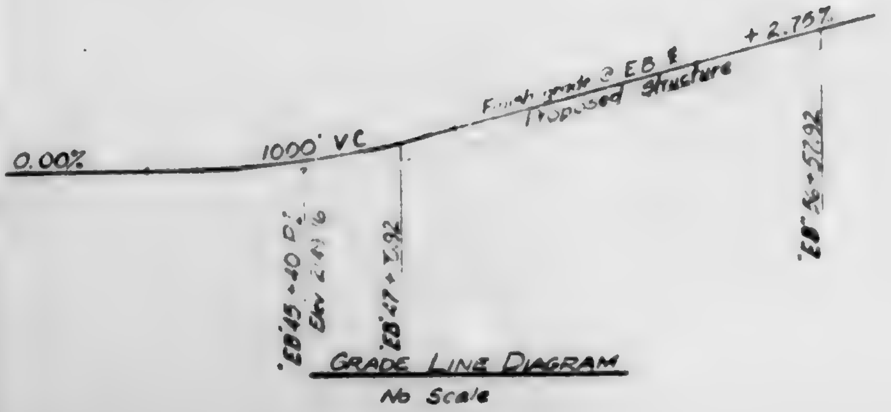
P L A N

Scale: 1" = 50'-0"


Span 1A
Span 1
Span 2
Span 3
Span 4
Span 5
2180
2140
2100
El. 2120.0
Fix
Exp.
Hinge
Hinge
Hinge
Exp.
Hinge
El. 2124.0
El. 2124.0
El. 2118.0
El. 2118.0
El. 2111.0
H.W. April 1952 2144.5
Water level Feb. 1963 2134.7
Approx. stream bed @ E.B. ℄
Bent 1
Pier 1
Pier 2
Pier 3
Pier 4
Pier 5
Pier 6
3' thick layer class 100 riprap (new footing only)

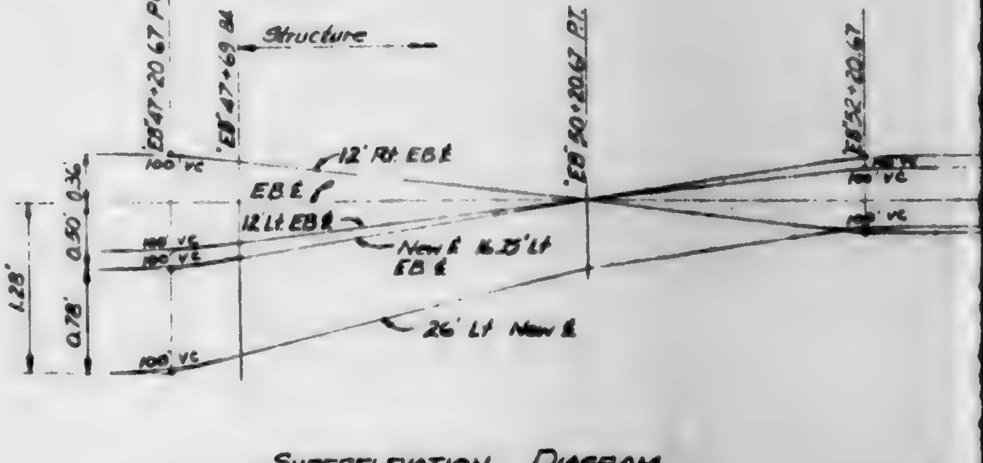
E L E V A T I O N

Scale: 1" = 50'-0"


0.00%
1000' VC
Finish grade @ E.B. ℄ Proposed Structure
+2.757%
"EB" 45+40 P.I. Elev. 2141.16
"EB" 47+ 3.92
"EB" 56+52.92

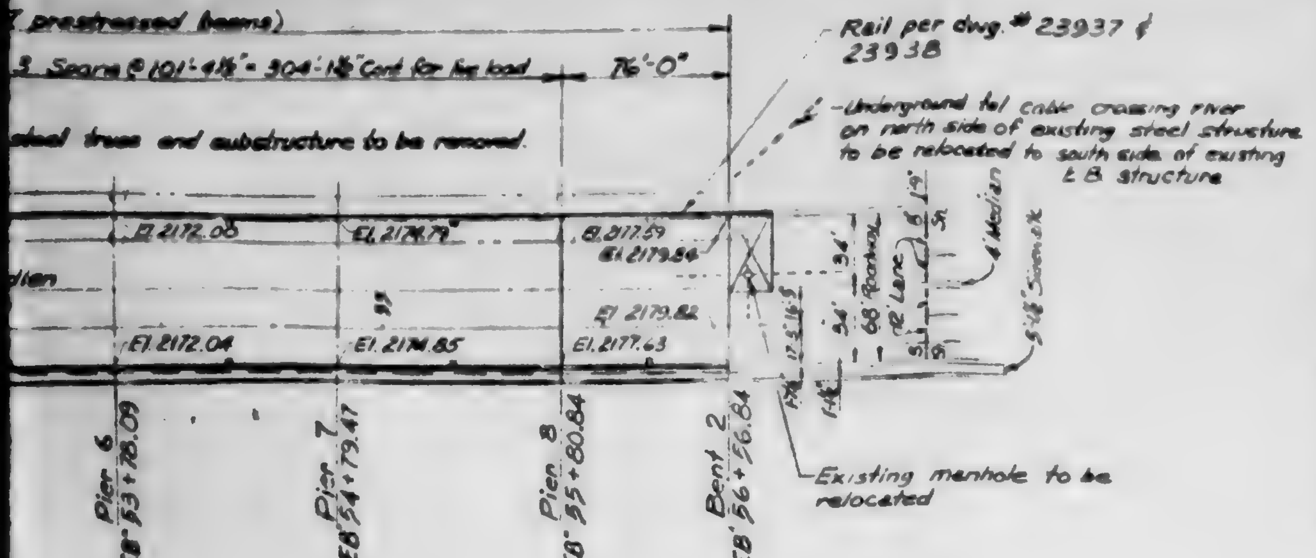
GRADE LINE DIAGRAM

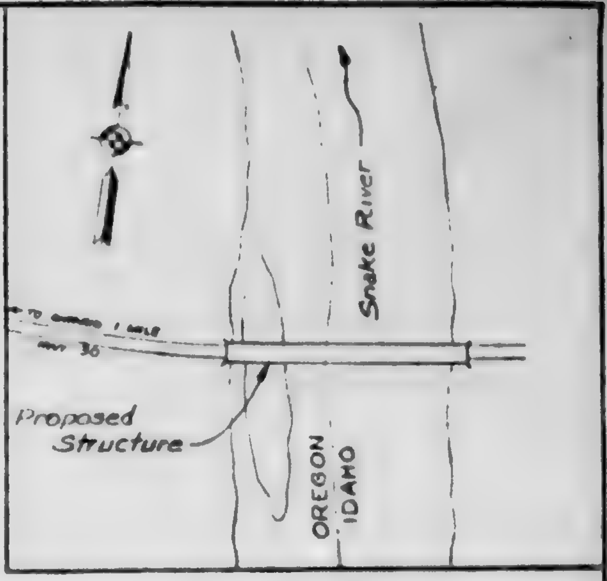
No Scale


"EB" 47+20.67 P.C.S.
"EB" 47+69.84
Structure
"EB" 50+20.67 P.T.
"EB" 52+20.67
12' Rt. EB ℄
EB ℄
12' Lt. EB ℄
New ℄ 16.25' Lt. EB ℄
26' Lt. New ℄
100' VC
100' VC
100' VC
100' VC
100' VC
100' VC
0.36
0.50
0.78
1.28

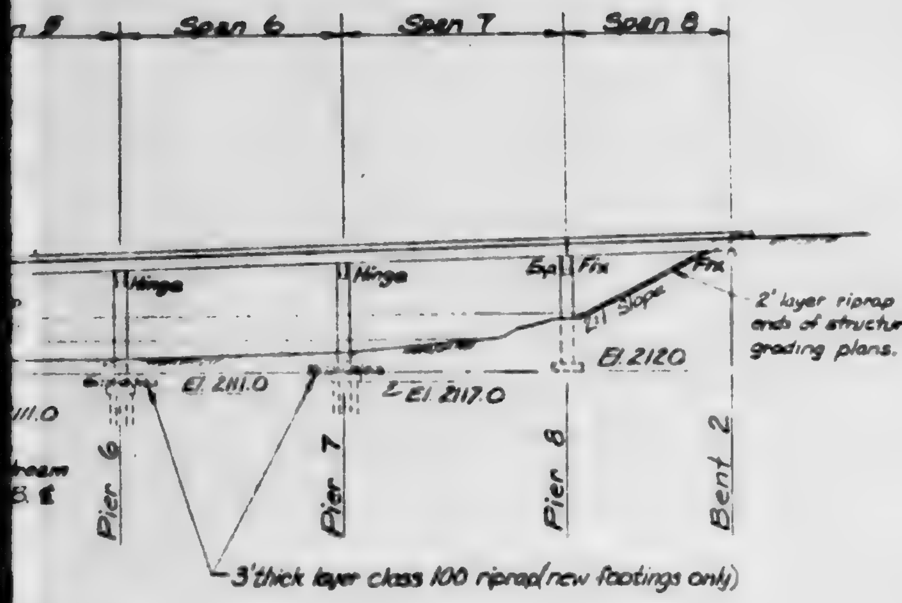
SUPERELEVATION DIAGRAM

No Scale

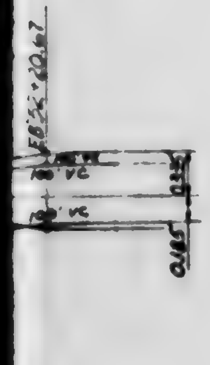

7 prestressed beams)
3 Spans @ 101'-4⅛" = 304'-1⅜" Cont. for live load
76'-0"
steel truss and substructure to be removed.
Rail per dwg. # 23937 & 23938
Underground tel. cable crossing river on north side of existing steel structure to be relocated to south side of existing E.B. structure
El. 2172.08
El. 2174.79
El. 2177.59
El. 2179.84
El. 2179.82
El. 2172.04
El. 2174.85
El. 2177.63
Median
34'
34'
68' Roadway
12' Lane
8'
1'9"
4' Median
5'-4½" Sidewalk
17.5'
16.5'
14'
Pier 6 "EB" 53+78.09
Pier 7 "EB" 54+79.47
Pier 8 "EB" 55+80.84
Bent 2 "EB" 56+56.84
Existing manhole to be relocated


Snake River
Proposed Structure
OREGON
IDAHO

VICINITY MAP


Span 6
Span 7
Span 8
Hinge
Hinge
Exp.
Fix
Fix
1½:1 Slope
2' layer riprap both ends of structure, see grading plans.
El. 2111.0
El. 2117.0
El. 2120
2111.0
Pier 6
Pier 7
Pier 8
Bent 2
3' thick layer class 100 riprap (new footings only)

O N



GENERAL NOTES:

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed HS20-44 loading with an allowance of 15 psf for future wearing surface.

Concrete members (except deck slab) designed by Load Factor Design Method.

Prestressing steel shall be in accordance with detail plans.

All reinforcing steel shall conform to ASTM Specification A615. Bars 3 thru 7 shall be Grade 40 (fs = 20,000 psi) unless shown otherwise). Bars 8 thru 11 shall be Grade 60 (fs = 24,000 psi). The following splice lengths shall be used unless shown otherwise:

Bar Size	Splice Length
3 - 7	24d (1'-0" min.)
8 - 9	48d
10 - 11	60d

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise. The top bends of stirrups extending from beam stems into the top slab may be shop or field bent unless shown otherwise.

Reinforcing steel for columns shall not be fabricated until final footing elevations have been determined in field.

Concrete in pre-stressed-precast units shall be as shown on detail plans.
Concrete in deck shall be Class 4000-1½ (fc = 1320 psi).
Concrete in pier shafts & beams shall be Class 4000-1½.
All other concrete shall be Class 3300-1½.
All piling shall be HP 10×42 (with tip reinforcement see details dwg no. 31294) driven to a min. bearing of 70 tons per pile.

See dwg. 31295 for construction sequence and pouring schedule.

HYDRAULIC DATA		
	Design Flood	Max. Flood yr (1952)
Discharge-cfs.	62,900	58,000
Frequency (yrs.)	100	50
H.W. Elevation Natural Channel	2145.0	2144.5
H.W. Elevation Channel Change	–	–

NOTES:
Final deck elevations to be determined in field to match existing structure.

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

Drawings furnished for information only 3025, 3026, 3027, 3028, 3035, 1578, 6388, 6389 & 22181 thru 22187.

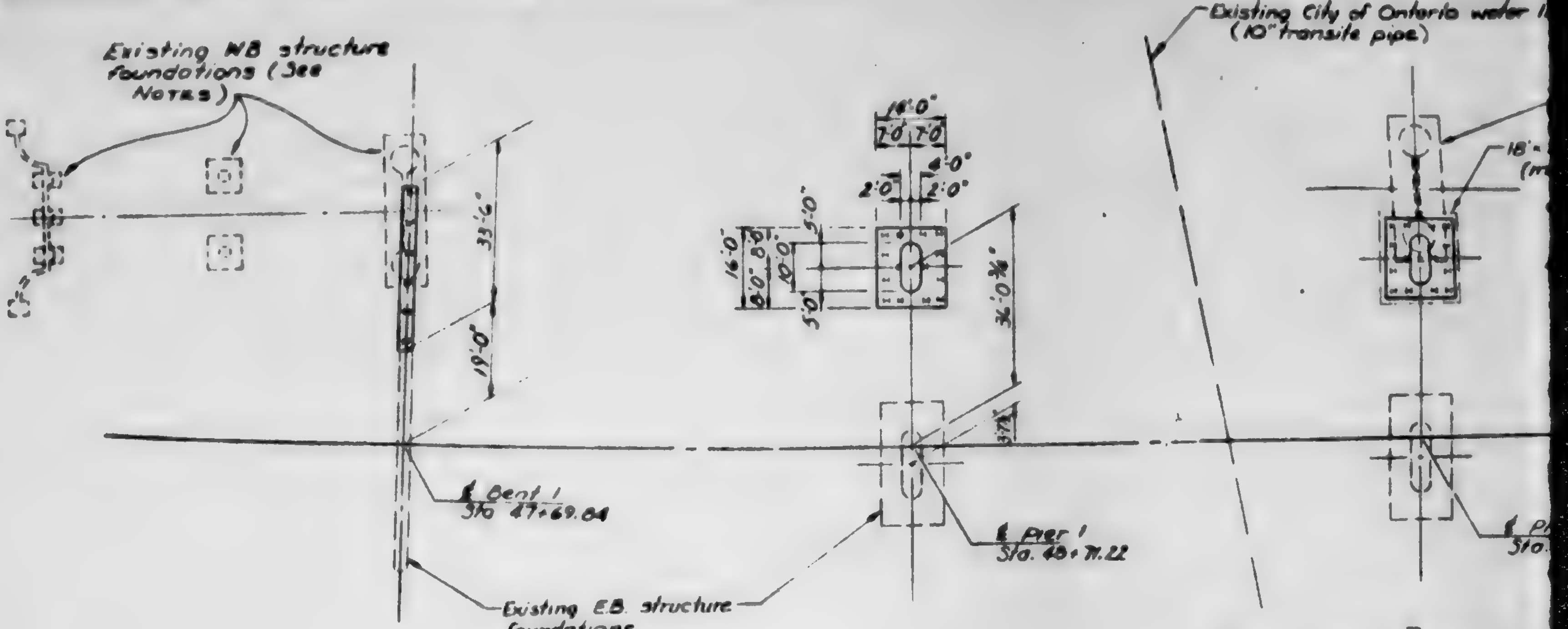
APPROVED:
BRIDGE ENGINEER
ASS'T. STATE HIGHWAY ENGINEER
STATE HIGHWAY ENGINEER
DESIGNED J.A.
CHECKED
DRAWN P.G.A.
CAL. BOOK 1589

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

SNAKE RIVER (ONTARIO SPUR) BRIDGE
OLDS FERRY ~ ONTARIO HWY.
MALHEUR COUNTY

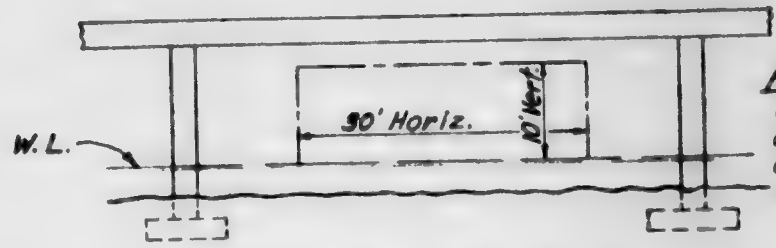
PLAN AND ELEVATION

DATE 4-14-76 BRIDGE NO. 10006
ACCOMPANIED BY DWGS [illegible]
SHEET 1 OF 24
DRAWING NO. 31285



Existing NB structure foundations (See Notes)
16'-0"
2'-0" 2'-0"
4'-0"
2'-0" 2'-0"
5'-0"
16'-0"
8'-0" 8'-0"
10'-0"
5'-0"
33'-6"
19'-0"
36'-0 3/4"
3'-7 1/2"
℄ Bent 1
Sta. 47+69.04
℄ Pier 1
Sta. 48+71.22
Existing EB structure foundations
Existing City of Ontario water l
(10" transite pipe)
18'-
(m
℄ Pi
Sta.

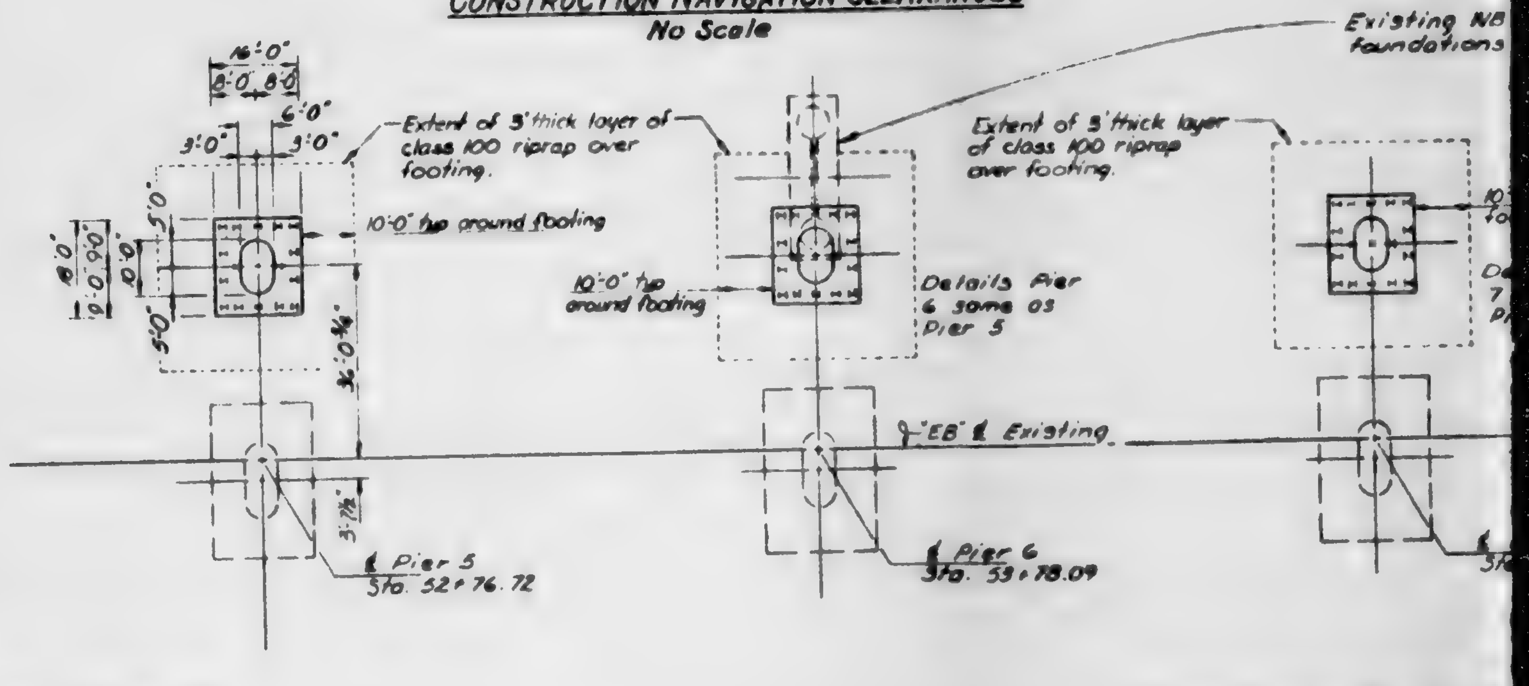
FOOTING PLAN ~
Scale: 1"



W.L.
30' Horiz.
10' Vert.

Note:
The contractor shall provide the h
and vert. navigation construction
clearances shown in any part of any
river span.

CONSTRUCTION NAVIGATION CLEARANCES
No Scale



16'-0"
8'-0" 8'-0"
6'-0"
3'-0" 3'-0"
Extent of 3' thick layer of class 100 riprap over footing.
10'-0" typ around footing
16'-0"
9'-0" 9'-0"
10'-0"
5'-0"
5'-0"
36'-0 3/4"
3'-7 1/2"
℄ Pier 5
Sta. 52+76.72
Existing NB foundations
Extent of 3' thick layer of class 100 riprap over footing.
10'-0" typ around footing
Details Pier 6 same as Pier 5
EB ℄ Existing
℄ Pier 6
Sta. 53+78.09
10'
fo
De
7
Pi
St

FOOTING PLAN ~
Scale: 1"

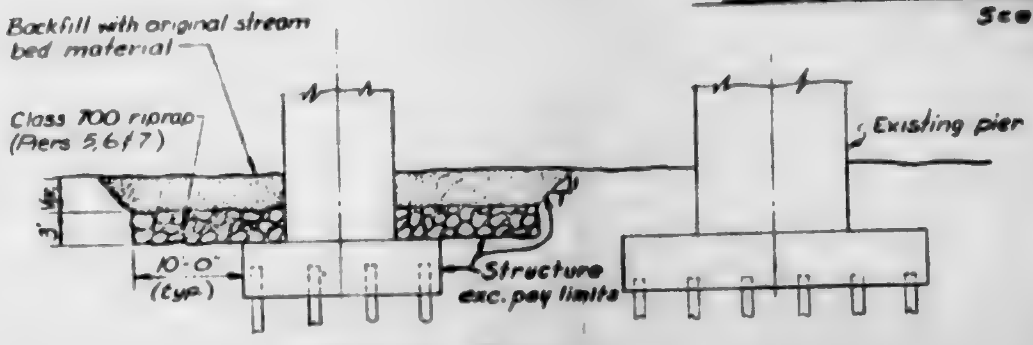
NOTES:

Foundations of the existing NB structure are to be removed as required for new Pier construction. See dwg. no. 31290 for details.

See detail plans of Pier Footings for pile spacing and other details not shown.

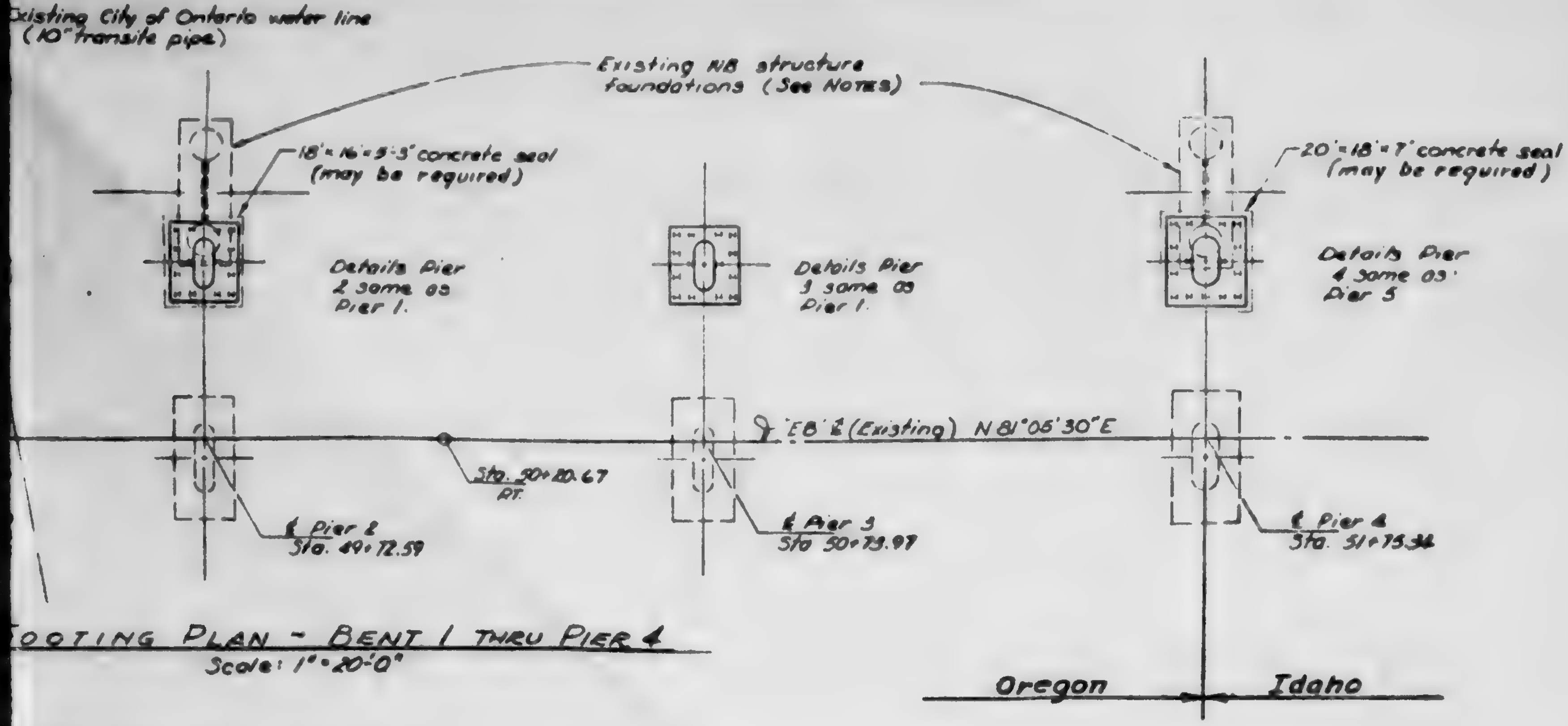
Bent 1 ℄ and Piers 1, 2 ℄'s are radial to ℄ existing EB ℄. Dimensions shown are on ℄ Bent or Pier.

Assumed water elevation for seals at Piers 2 and 4 is 2139.0



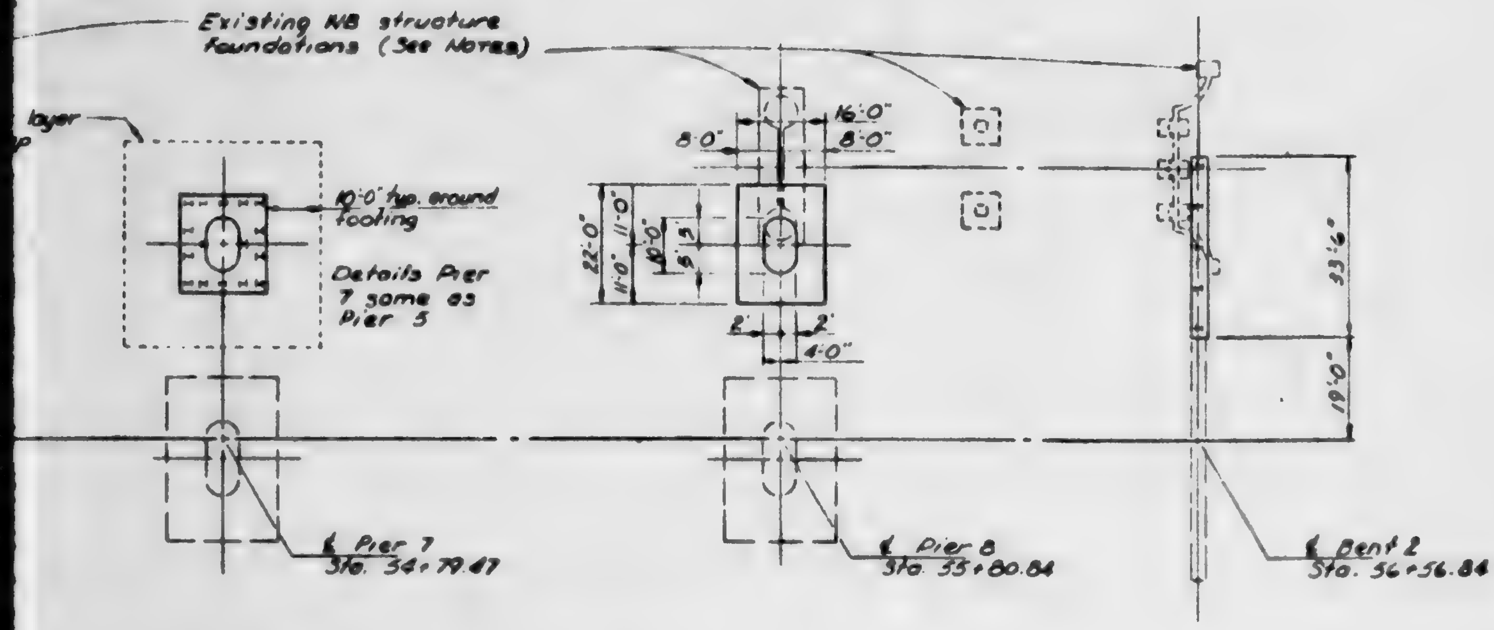
Backfill with original stream bed material
Class 700 riprap (Piers 5, 6 & 7)
3'-0"
10'-0" (typ)
Structure exc. pay limits
Existing pier

RIPRAP DETAILS
Scale: 1" = 10'-0"

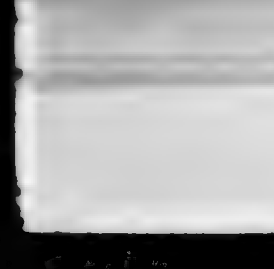

Existing City of Ontario water line
(10" transite pipe)
Existing NB structure foundations (See NOTES)
18'×16'×5-5' concrete seal
(may be required)
20'×18'×7' concrete seal
(may be required)
Details Pier 2 same as Pier 1.
Details Pier 3 same as Pier 1.
Details Pier 4 same as Pier 5
℄ EB ℄ (Existing) N 81°05'30"E
Sta. 50+20.67
P.T.
℄ Pier 2
Sta. 49+72.59
℄ Pier 3
Sta. 50+73.97
℄ Pier 4
Sta. 51+75.34
Oregon
Idaho

OOTING PLAN - BENT 1 THRU PIER 4
Scale: 1" = 20'-0"

tractor shall provide the horiz.
t. navigation construction
ces shown in any part of any one
pan.


Existing NB structure foundations (See NOTES)
layer
p
10'-0" typ. around footing
Details Pier 7 same as Pier 5
8'-0"
16'-0"
8'-0"
22'-0"
11'-0"
11'-0"
10'-0"
5'-0"
2'
2'
4'-0"
33'-6"
19'-0"
℄ Pier 7
Sta. 54+79.47
℄ Pier 8
Sta. 55+80.84
℄ Bent 2
Sta. 56+56.84

OOTING PLAN - PIER 5 THRU BENT 2
Scale: 1" = 20'-0"


Existing pier

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

APPROVED

BRIDGE ENGINEER
DESIGNED J.A.
DRAWN M.C.Y.
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1589

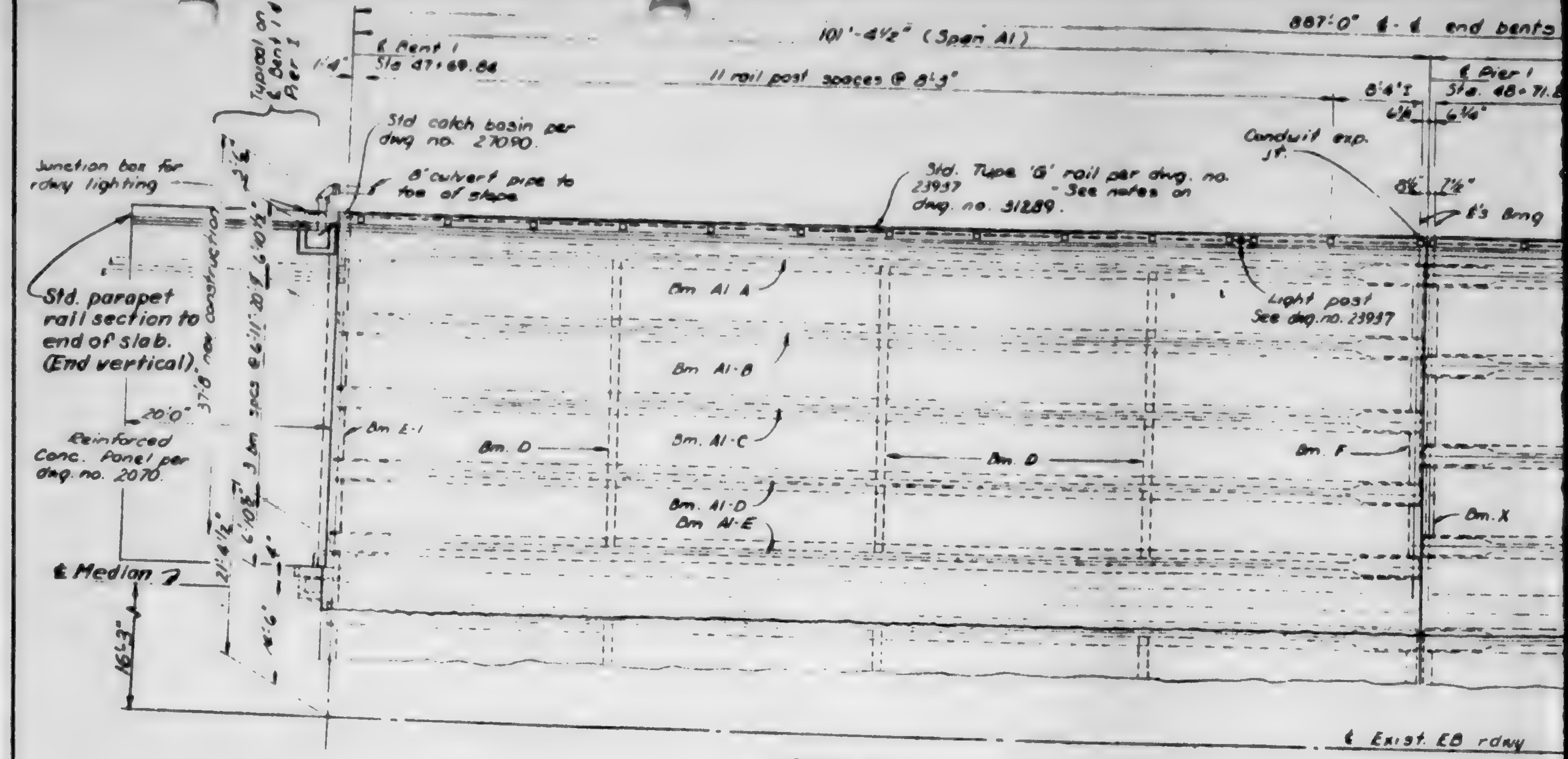
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

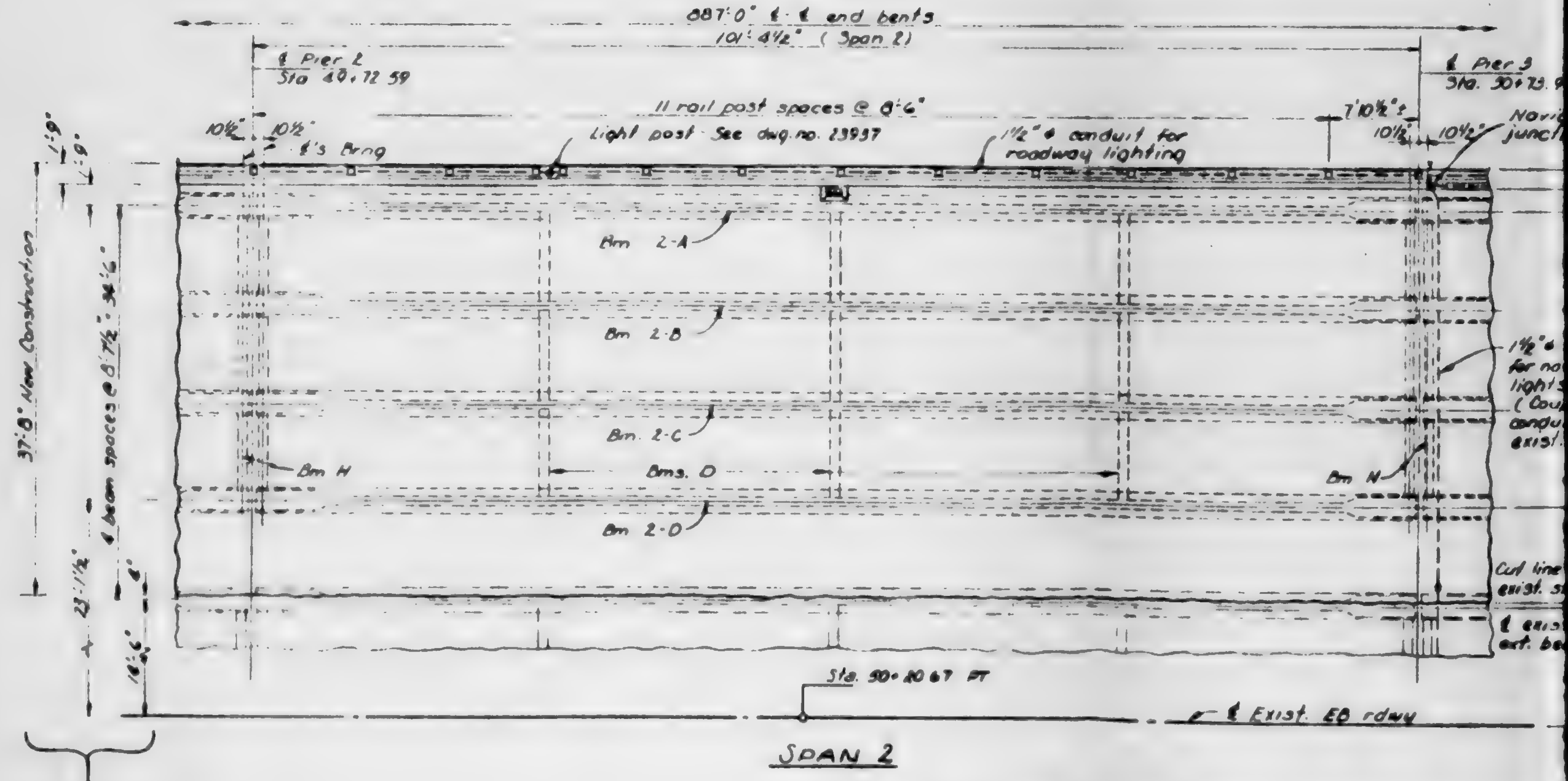
SNAKE RIVER BRIDGE

FOOTING PLAN

DATE April 14, 1976
BRIDGE NO. 1000 B
SHEET 2 OF 24
DRAWING NO. 31286


101'-4½" (Span A1)
887'-0" ℄-℄ end bents
℄ Bent 1
Sta 47+69.84
1'-4"
11 rail post spaces @ 8'-3"
8'-4"±
6½"
6¼"
℄ Pier 1
Sta. 48+71.
Typical on ℄ Bent 1 & Pier 1
Std catch basin per dwg no. 27090.
8" culvert pipe to toe of slope
Junction box for rdwy lighting
Std. Type 'G' rail per dwg. no. 23937 - See notes on dwg. no. 31289.
Conduit exp. jt.
8½"
7½"
℄'s Brng
Std. parapet rail section to end of slab. (End vertical).
37'-8" new construction
3 bm spcs @ 6'-11" = 20'-9"
6'-10½"
6'-10½"
21'-4½"
20'-0"
Reinforced Conc. Panel per dwg. no. 2070.
Bm A1-A
Bm A1-B
Bm A1-C
Bm A1-D
Bm A1-E
Bm E-1
Bm. D
Bm. D
Light post See dwg. no. 23937
Bm. F
Bm. X
℄ Median
4'
16'-6"
165'-3"
℄ Exist. EB rdwy

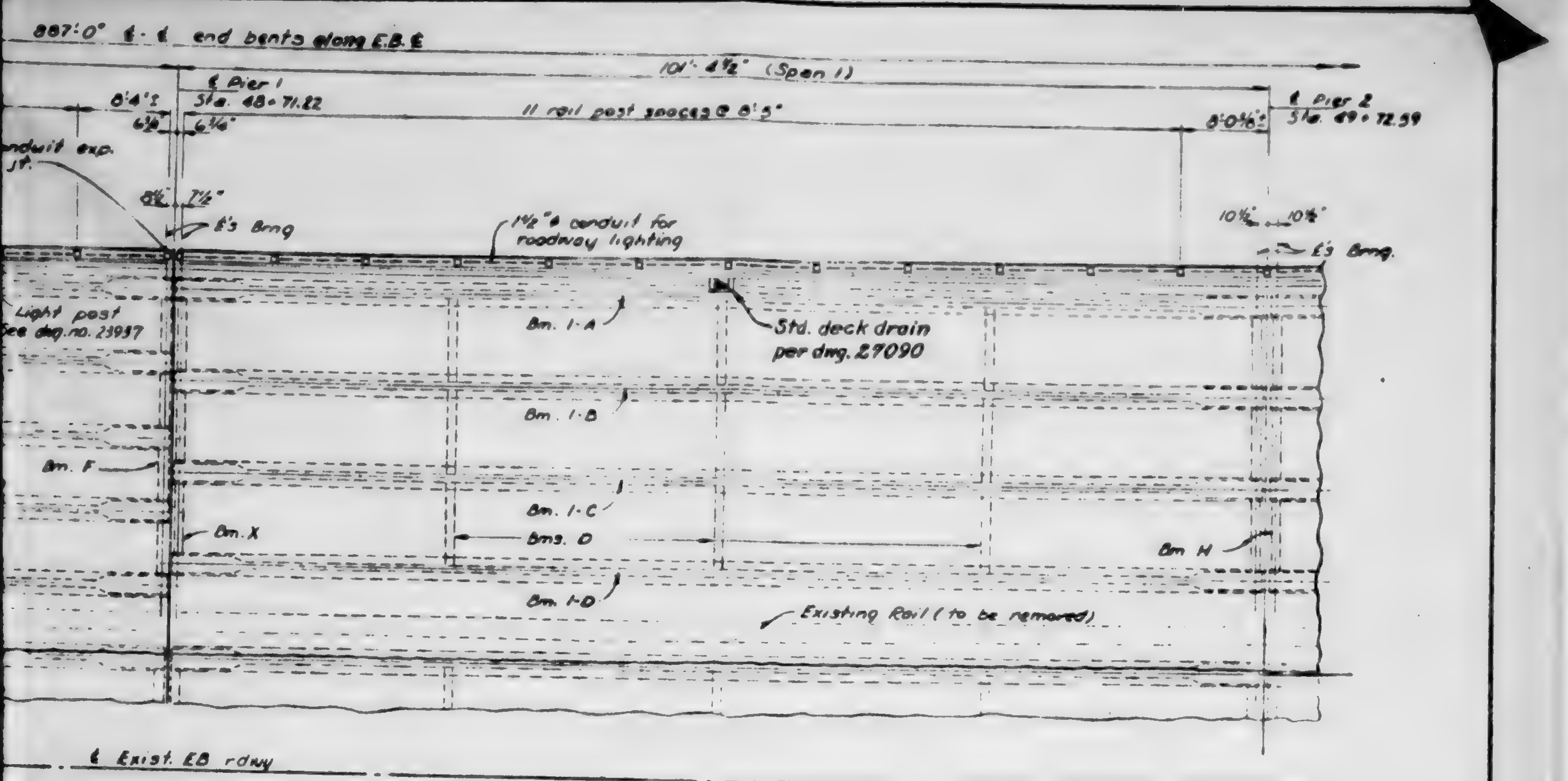
SPAN A1


887'-0" ℄-℄ end bents
101'-4½" (Span 2)
℄ Pier 2
Sta 49+72.59
℄ Pier 3
Sta. 50+73.9
11 rail post spaces @ 8'-6"
10½"
10½"
℄'s Brng
Light post See dwg. no. 23937
1½" ⌀ conduit for roadway lighting
7'-10½"±
10½"
10½"
Navi
juncti
1'-9"
1'-9"
37'-8" New Construction
4 beam spaces @ 8'-7½" = 34'-6"
23'-1½"
4'
16'-6"
Bm 2-A
Bm 2-B
Bm 2-C
Bm 2-D
Bm H
Bms. D
Bm H
1½"⌀
for na
light
(Cou
condu
exist.
Cut line
exist. s
℄ exist
ext. be
Sta. 50+20.67 PT
℄ Exist. EB rdwy
Typical on ℄ of Piers 1, 2, & 3

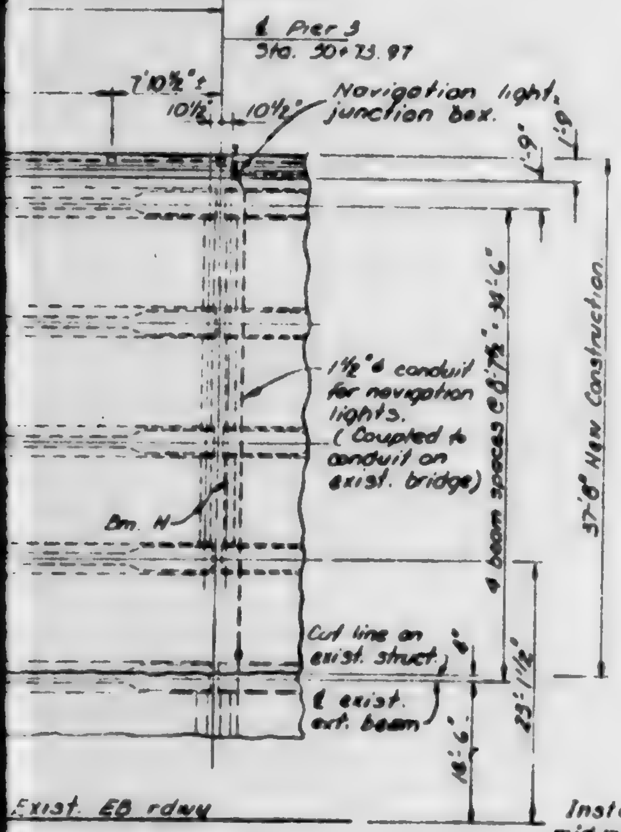
SPAN 2

PARTIAL DECK PLAN ~ SPANS A1, 1, &

SCALE: 1/8" = 1'-0"

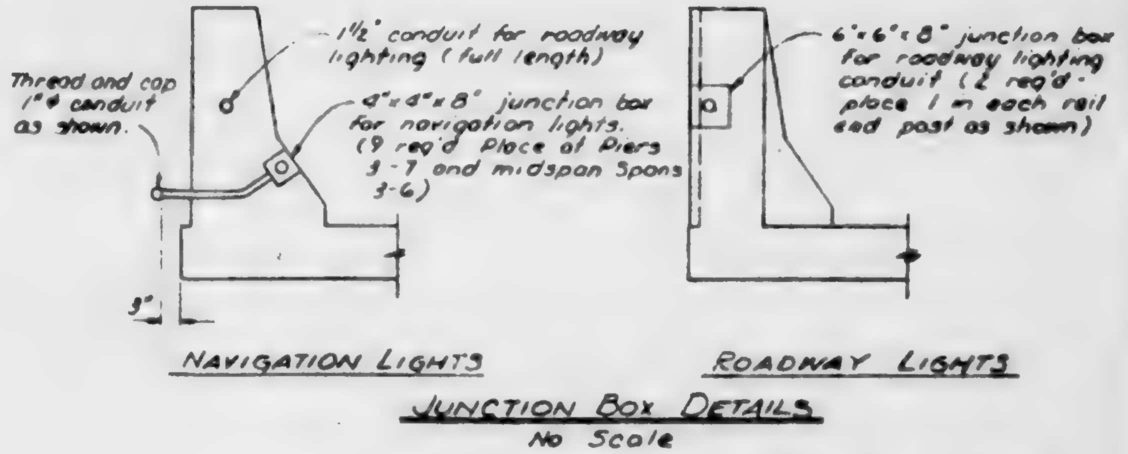

887'-0" ℄-℄ end bents along E.B. ℄
101'-4½" (Span 1)
℄ Pier 1
Sta. 48+71.22
8'-4"±
6⅛"
6¼"
11 rail post spaces @ 8'-5"
8'-0⅛"±
℄ Pier 2
Sta. 49+72.59
Conduit exp. jt.
8⅛" 7⅛"
E's Brng
1½"ɸ conduit for roadway lighting
10½" 10½"
E's Brng.
Light post
See dwg. no. 23937
Bm. 1-A
Std. deck drain per dwg. 27090
Bm. 1-B
Bm. F
Bm. 1-C
Bm. X
Bms. D
Bm. H
Bm. 1-D
Existing Rail (to be removed)
℄ Exist. EB rdwy

SPAN 1


℄ Pier 3
Sta. 50+73.97
7'-10½"±
10½"
10½"
Navigation light junction box.
1'-9"
1'-9"
1½"ɸ conduit for navigation lights. (Coupled to conduit on exist. bridge)
Bm. H
4 beam spaces @ 8'-7½" = 34'-6"
37'-6" New Construction
Cut line on exist. struct.
℄ exist. ext. beam
23'-11½"
18'-6"
Exist. EB rdwy

~ SPANS A1, 1, & 2

1'-0"


1½" conduit for roadway lighting (full length)
Thread and cap 1"ɸ conduit as shown.
4"×4"×8" junction box for navigation lights. (9 req'd. Place at Piers 3-7 and midspan Spans 3-6)
3"
6"×6"×8" junction box for roadway lighting conduit (2 req'd. Place 1 in each rail end post as shown)

NAVIGATION LIGHTS

ROADWAY LIGHTS

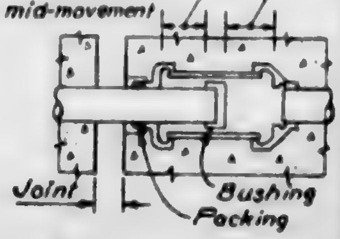
JUNCTION BOX DETAILS

No Scale

ADVANCE PLANS

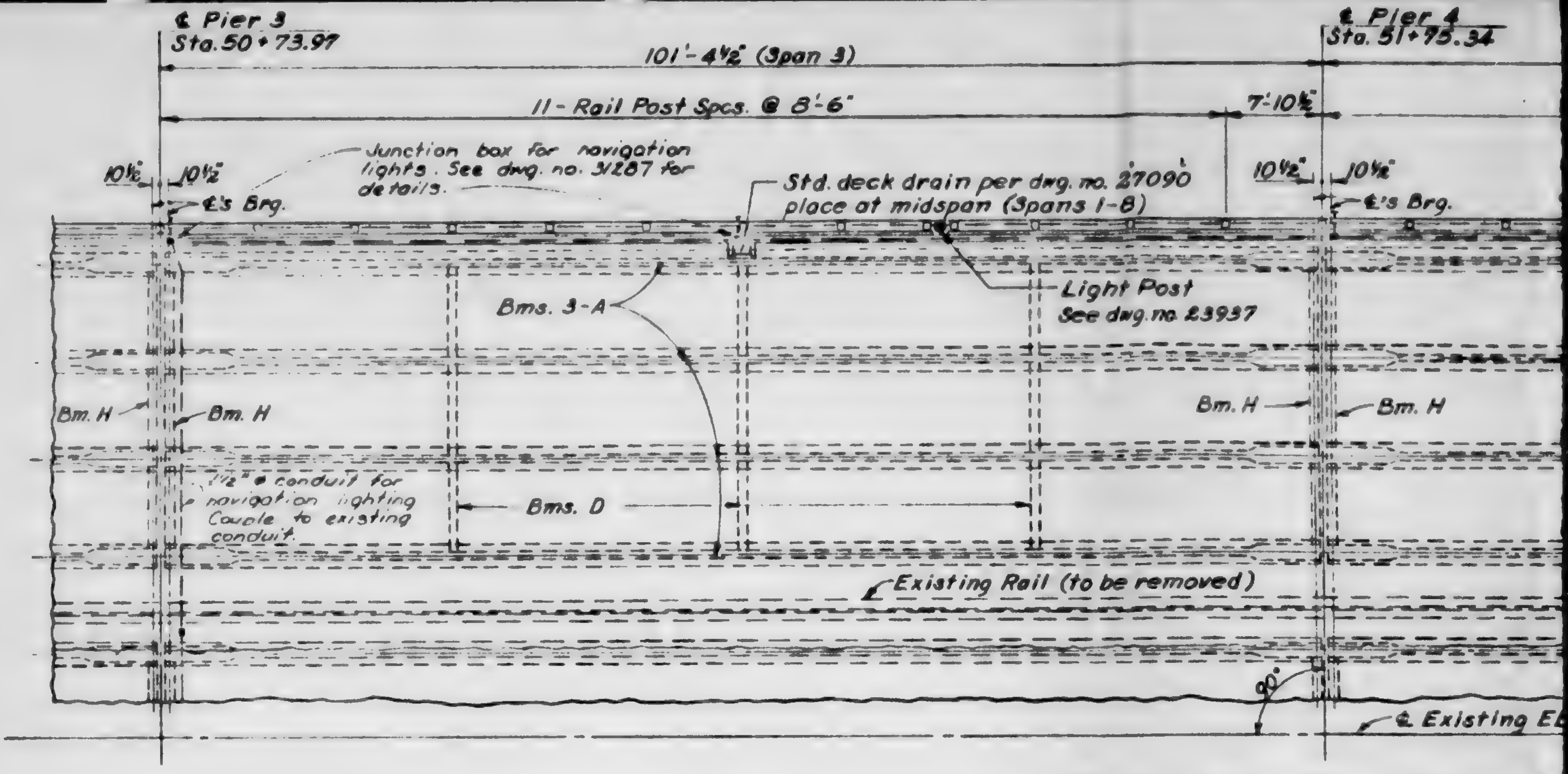
APR 16 1976

DO NOT USE FOR CONSTRUCTION


Install at mid-movement
Joint
Bushing
Packing

ELECTRICAL CONDUIT EXPANSION JOINT

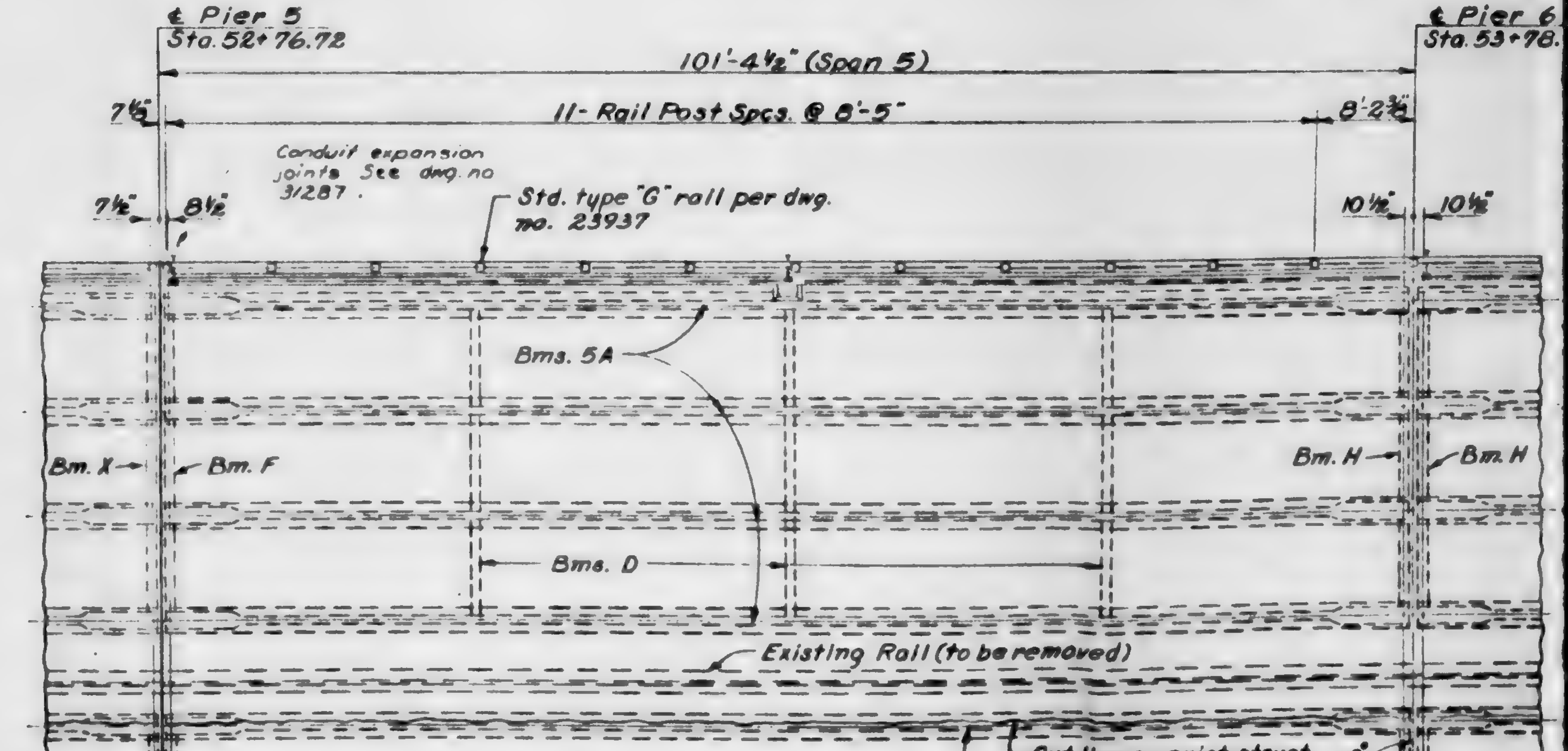
APPROVED BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED J. A. DRAWN CHECKED REVIEWED REVIEWED CALC. BOOK 1589	SNAKE RIVER BRIDGE
DATE / REVISION	DECK PLAN ~ SPANS A1, 1, 2
DATE April 14, 1976 BRIDGE NO. 1000 B	SHEET 3 OF 24 DRAWING NO. 31287



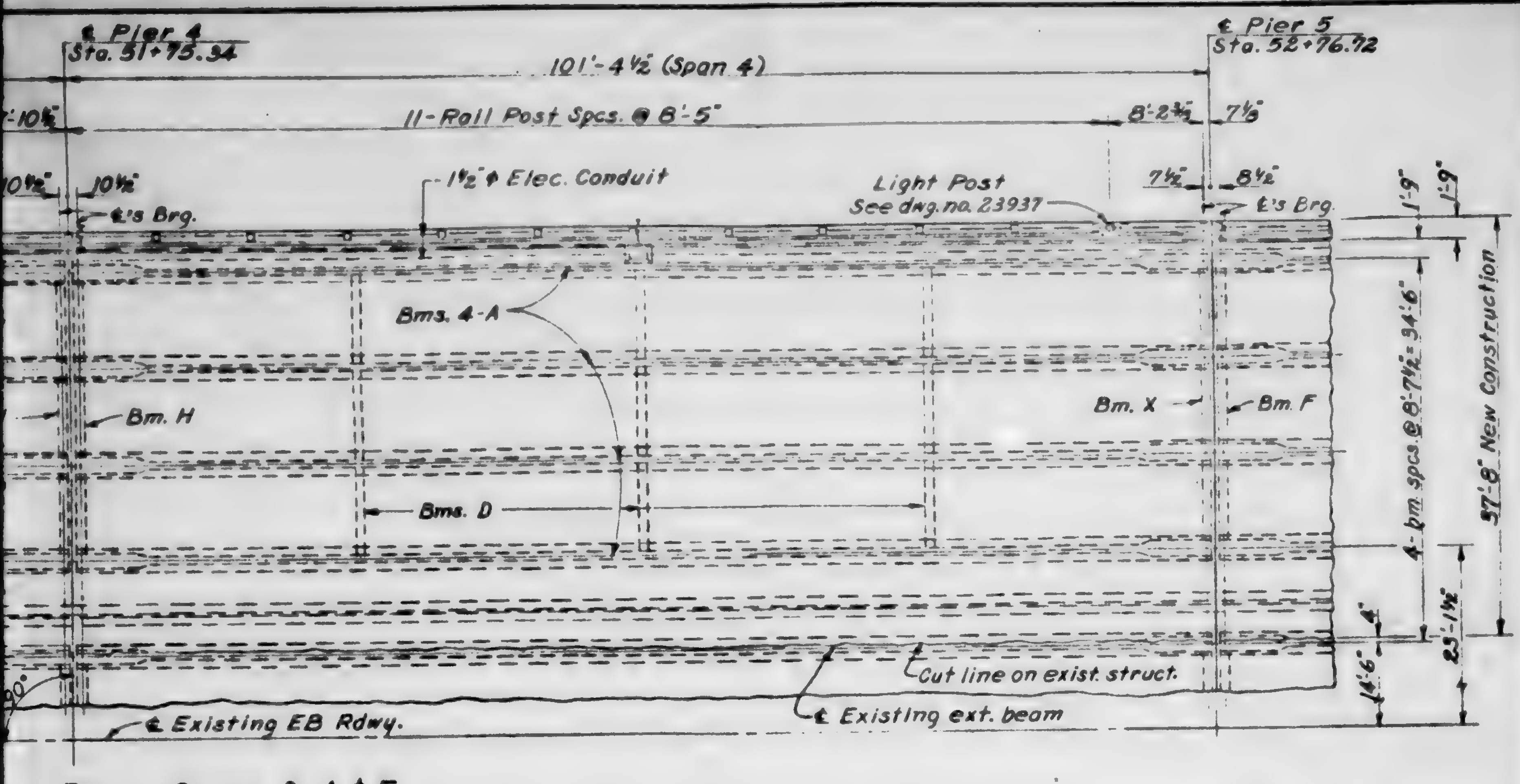
℄ Pier 3
Sta. 50+73.97
101'-4½" (Span 3)
11-Rail Post Spcs. @ 8'-6"
7'-10½"
℄ Pier 4
Sta. 51+75.34
10½"
10½"
Junction box for navigation lights. See dwg. no. 31287 for details.
℄'s Brg.
Std. deck drain per dwg. no. 27090 place at midspan (Spans 1-8)
10½"
10½"
℄'s Brg.
Bms. 3-A
Light Post
See dwg. no. 23937
Bm. H
Bm. H
Bm. H
Bm. H
1½" ⌀ conduit for navigation lighting. Couple to existing conduit.
Bms. D
Existing Rail (to be removed)
90°
℄ Existing EB

PARTIAL DECK PLAN - SPANS 3,

Scale: ⅛" = 1'-0"



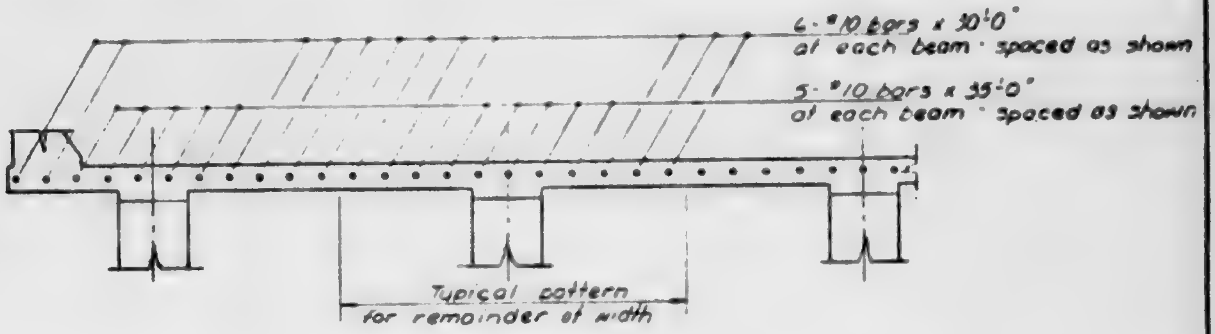
℄ Pier 5
Sta. 52+76.72
101'-4½" (Span 5)
℄ Pier 6
Sta. 53+78.
7½"
11-Rail Post Spcs. @ 8'-5"
8'-2¾"
Conduit expansion joints. See dwg. no. 31287.
7½"
8½"
Std. type "G" rail per dwg. no. 23937
10½"
10½"
Bms. 5A
Bm. X
Bm. F
Bm. H
Bm. H
Bms. D
Existing Rail (to be removed)
Cut line on exist. struct.
90°
℄ Existing ext. beam
℄ Existing EB Rdwy.


℄ Pier 4
Sta. 51+75.34
℄ Pier 5
Sta. 52+76.72
101'-4½" (Span 4)
11-Rail Post Spcs. @ 8'-5"
8'-2¾"
7⅛"
10½"
10½"
℄'s Brg.
1½" ⌀ Elec. Conduit
Light Post
See dwg. no. 23937
7½"
8½"
℄'s Brg.
1'-9"
1'-9"
Bms. 4-A
Bm. H
Bm. X
Bm. F
4-bm. spcs. @ 8'-7½" = 34'-6"
57'-8" New Construction
Bms. D
23'-1½"
4"
14'-6"
Cut line on exist. struct.
℄ Existing ext. beam
℄ Existing EB Rdwy.

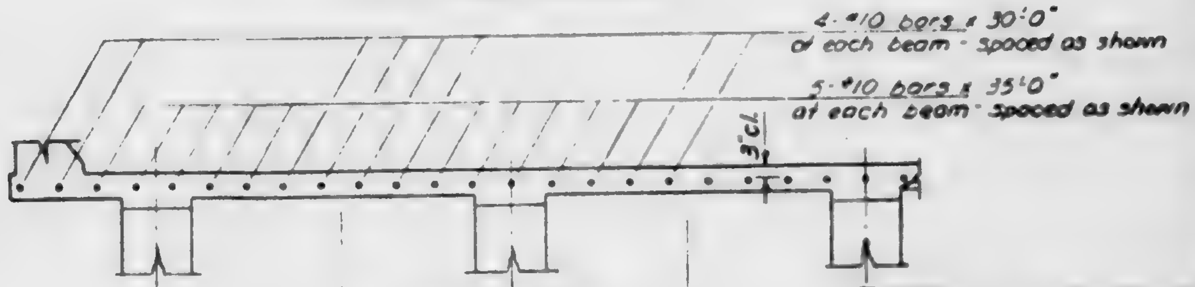
DECK PLAN - SPANS 3, 4 & 5

Scale: ⅛" = 1'-0"

℄ Pier 6
Sta. 53+78.09
8'-2¾"
10½"
10½"
Bm. H
Bm. H
struct.


6-#10 bars x 30'-0" at each beam - spaced as shown
5-#10 bars x 35'-0" at each beam - spaced as shown
Typical pattern for remainder of width

AT PIERS 2, 4, 6 & 7


4-#10 bars x 30'-0" at each beam - spaced as shown
5-#10 bars x 35'-0" at each beam - spaced as shown
3" Cl.
Typical pattern for remainder of width

AT PIER 3

NEGATIVE MOMENT BARS AT PIERS 2, 3, 4, 6 & 7

Scale: ⅛" = 1'-0"

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

NOTES:
Place #10 moment reinforcing bars (longit) at continuous piers. All such bars shall be centered on the ℄ of Pier. Splice 2'-0" with deck #4 longit. bars replaced.
See dwg. no. 31296 for #10 bars placed in deck slab adjacent to existing beam.

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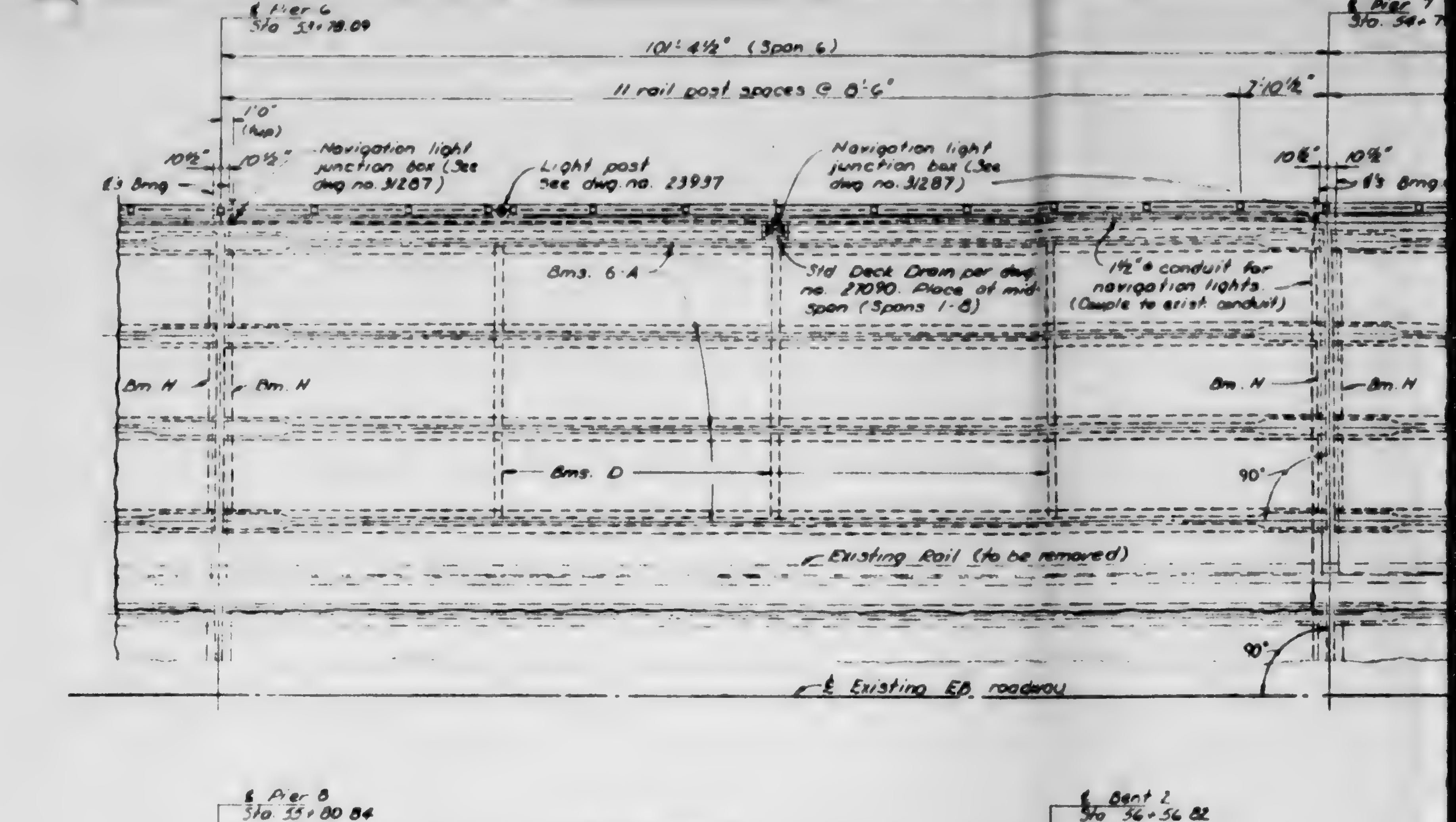
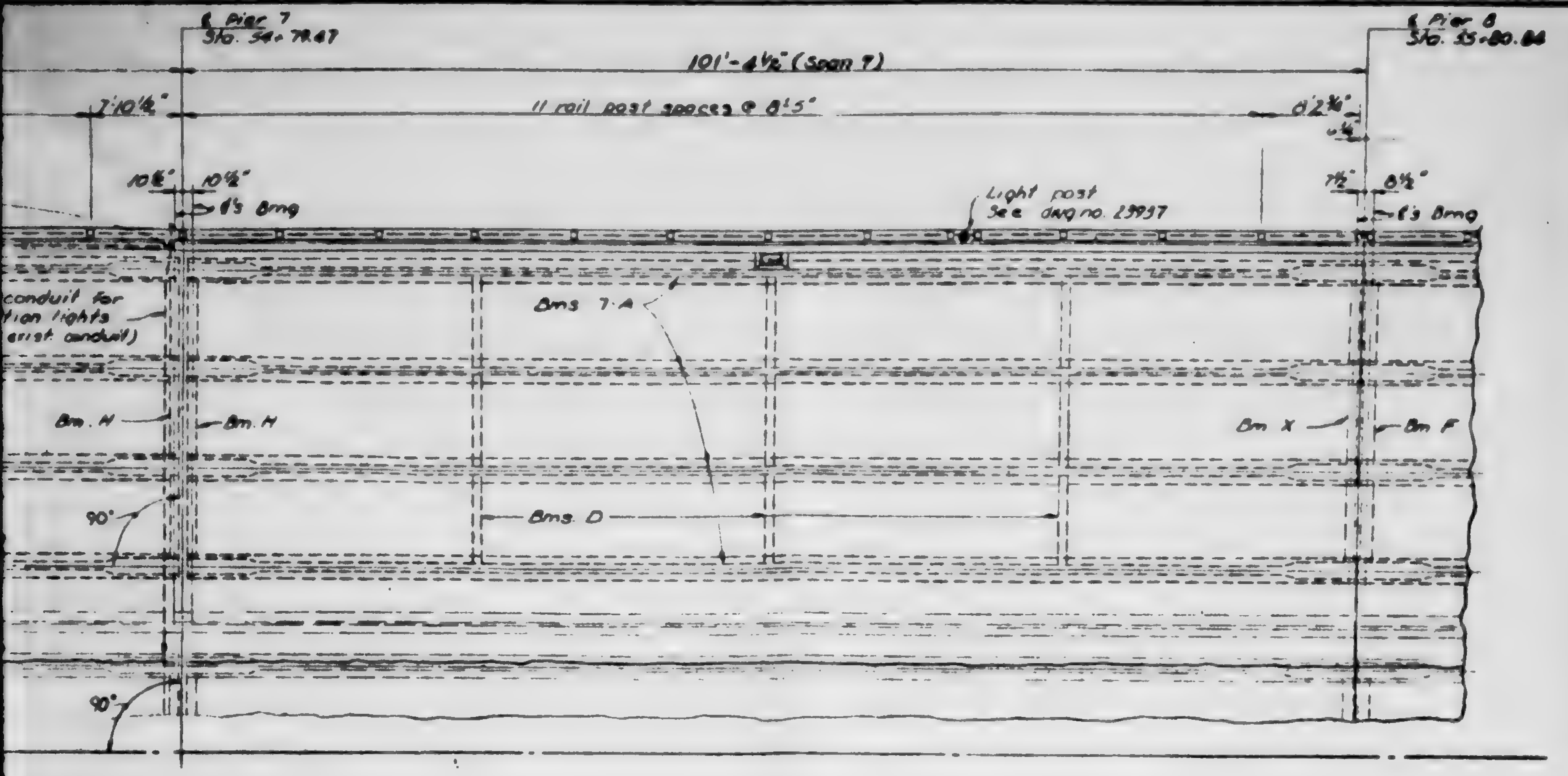
BRIDGE ENGINEER	
DESIGNED J. Allaway DRAWN C.R. Poole CHECKED REVIEWED REVIEWED CALC BOOK 1589	SNAKE RIVER BRIDGE
DATE / REVISION	DECK PLAN - SPANS 3, 4 & 5
	DATE April 14, 1976 BRIDGE NO. 1000 B
	SHEET 4 OF 24 DRAWING NO. 31288


℄ Pier 6
Sta. 53+78.09
101'-4½" (Span 6)
11 rail post spaces @ 8'-6"
7'-10½"
1'-0" (typ)
10½"
10½"
℄'s Brng
Navigation light junction box (See dwg. no. 31287)
Light post See dwg. no. 23937
Navigation light junction box (See dwg. no. 31287)
℄ Pier 7
Sta. 54+7
10½"
10½"
℄'s Brng
Bms. 6-A
Std Deck Drain per dwg. no. 27090. Place at mid-span (Spans 1-8)
1½" ⌀ conduit for navigation lights. (Couple to exist. conduit)
Bm. H
Bm. H
Bm. H
Bm. H
Bms. D
90°
Existing Rail (to be removed)
90°
℄ Existing EB roadway
℄ Pier 8
Sta. 55+80.84
76'-0" (Span 8)
℄ Bent 2
Sta. 56+56.82
6¾"
8 rail post spaces @ 8'-3"
8'-1½"
1'-3¾"
7½"
8½"
℄'s Brng
Conduit exp. joint See dwg. no. 31287.
Std Type 'Q' Rail per dwg. no. 23937 this dwg.
See note
Extend 1½" conduit and cap 18" below finish grade.
Std. parape
to end of s
(End vertic
1'-9"
1'-9"
Bms. 8-A
℄ 8" ⌀ utility hole
℄ 4" ⌀ utility hole
1'-0"
Place concrete pipe full length under approach pan at each utility hole (typ both ends)
37'-8" New Construction
4 beam spaces @ 8'-7½" = 34'-6"
Bm. X
Bm F
Bm. E-2
20'-0"
Reinforced Conc Panel per dwg. no. 2070
Bms. D
90°
Existing Rail (to be removed)
℄ Mo
Cut line on existing structure
℄ existing ext beam.
23'-1½"
2"
16'-6"
16'-3"
90°
℄ Existing EB roadway

PARTIAL DECK PLAN - SPANS 6,7,8

Scale: 1/8" = 1'-0"

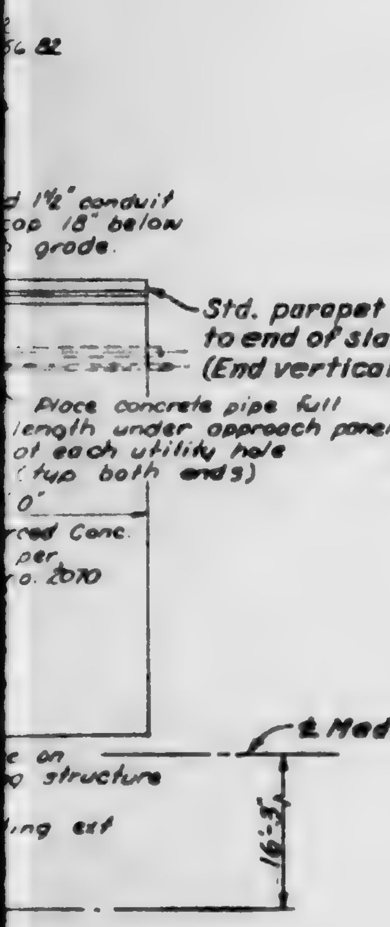

℄ Pier 7
Sta. 54+79.47
℄ Pier 8
Sta. 55+80.86
101'-4½" (Span 7)
7'-10½"
11 rail post spaces @ 8'-5"
0'-2¾"
10⅝"
10½"
1⅛ Brng
Light post
See dwg. no. 23937
7½"
8½"
1⅛ Brng
conduit for
tion lights
exist. conduit)
Bms. 7-A
Bm. H
Bm. H
Bm. X
Bm. F
90°
Bms. D
90°

NOTES

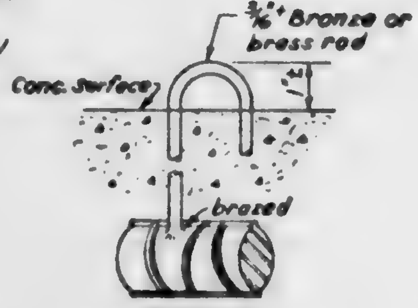
Metal posts and rail members on existing structure are to be salvaged and placed on new Type 'G' parapet (See dwg. no. 23937) (6 new metal posts required due to addition of light posts.)

Provide 6 light post bases as shown on 'Deck Plans'. See dwg. no. 23937 for details. Light posts occur in Spans A1, 2, 3, 4, 6 & 7 at locations shown.

Place ¼" premolded expansion joint filler thru parapet to deck at maximum 15' ctrs. See dwg. no. 23937.


56.82
d 1½" conduit
top 18" below
grade.
Std. parapet rail section
to end of slab
(End vertical)
Place concrete pipe full
length under approach panel
at each utility hole
(typ. both ends)
0"
rced Conc.
per
o. 2070
℄ Median
c on
structure
ling ext
16'-5"

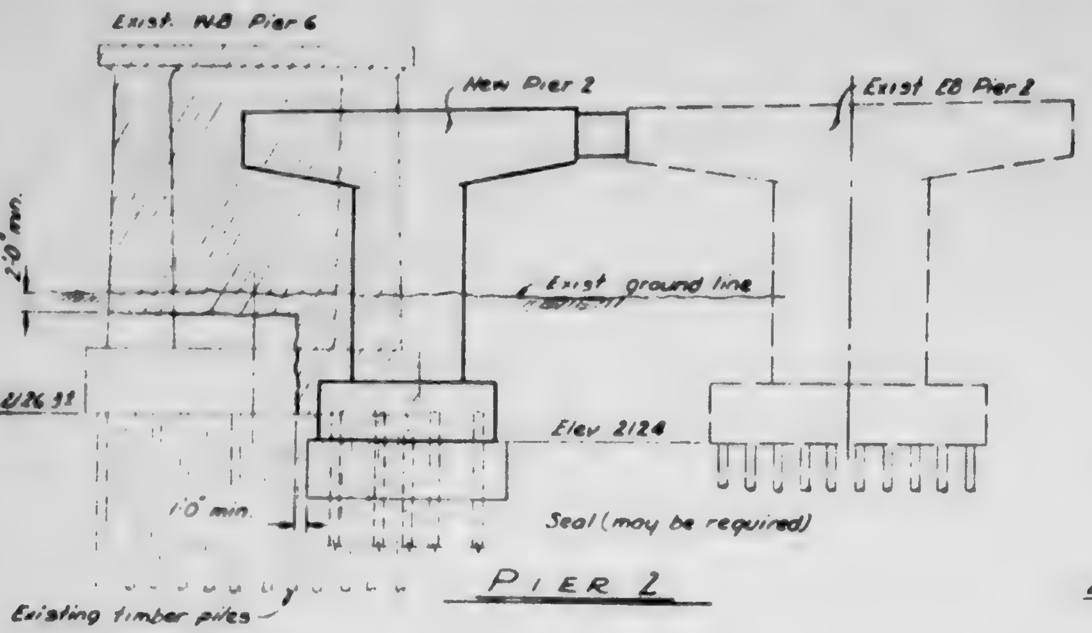
- SPANS 6, 7, 8
'-0"


⅜"ϕ Bronze or
brass rod
Conc. surface
brazed

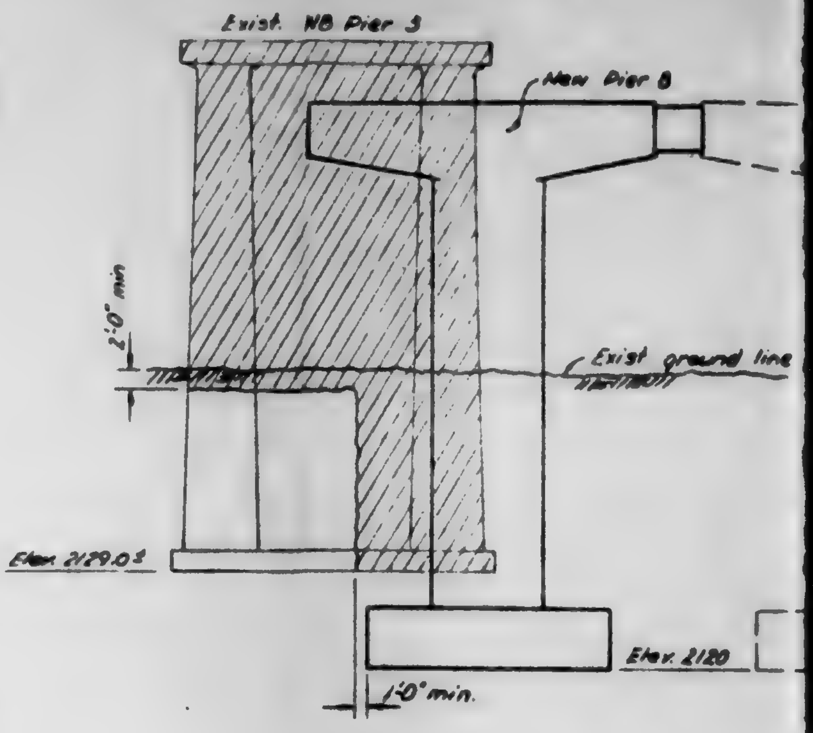
TERMINAL CONN. DETAIL

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

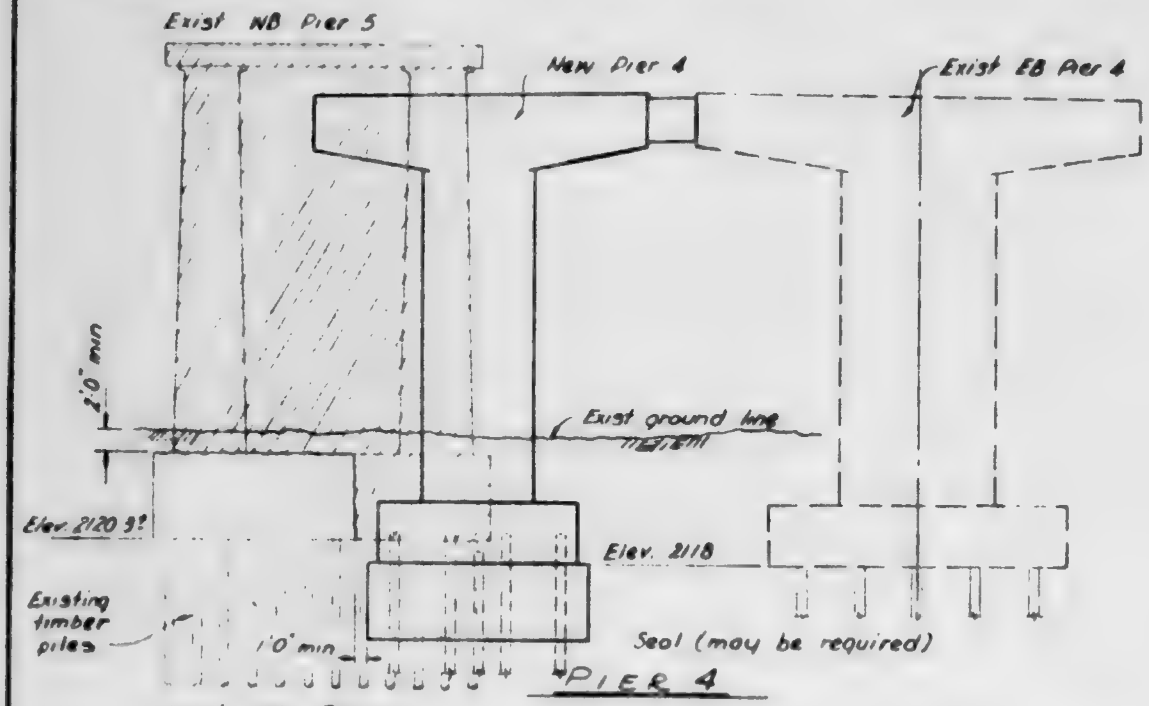
APPROVED: BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED J.A. DRAWN CHECKED REVIEWED REVIEWED CALC BOOK 1589	SNAKE RIVER BRIDGE
DATE / REVISION	DECK PLAN - SPANS 6-8
	DATE April 14, 1976 BRIDGE NO. 1000 B
	SHEET 5 OF 24 DRAWING NO. 31289


Exist. NB Pier 6
New Pier 2
Exist EB Pier 2
2'-0" min.
Exist ground line
Elev 2126.3±
Elev 2124
1'-0" min.
Seal (may be required)
Existing timber piles

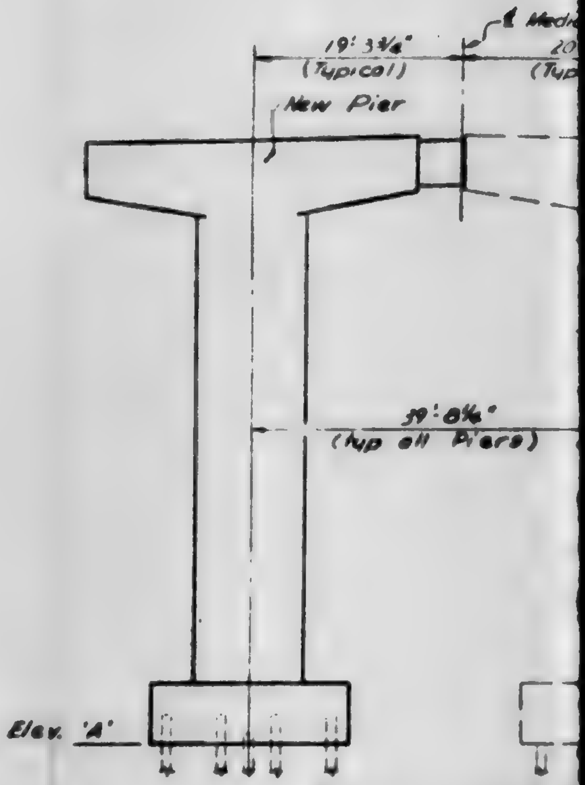
PIER 2


Exist. NB Pier 3
New Pier 8
2'-0" min
Exist ground line
Elev. 2129.0±
Elev. 2120
1'-0" min.

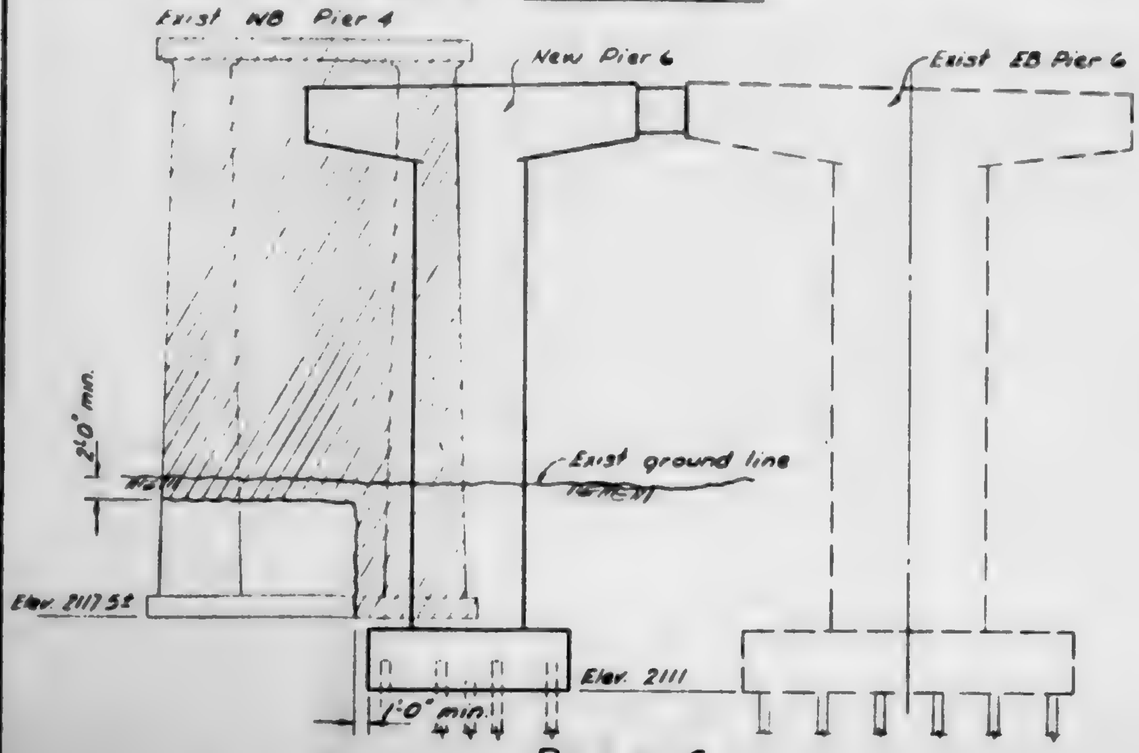
PIER 8


Exist NB Pier 5
New Pier 4
Exist EB Pier 4
2'-0" min
Exist ground line
Elev. 2120.3±
Elev. 2118
Existing timber piles
1'-0" min
Seal (may be required)

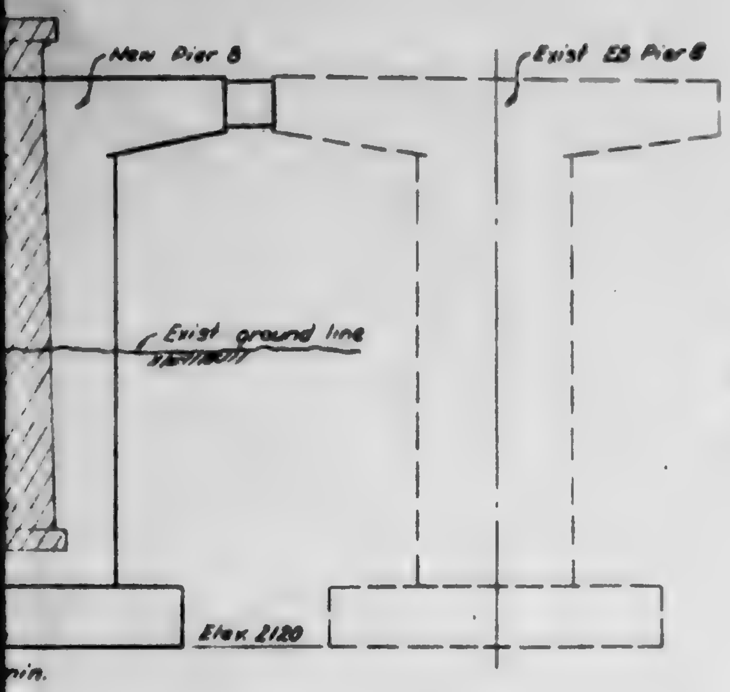
PIER 4


19'-3¾"
(Typical)
℄ Median
20
(Typ
New Pier
39'-8¼"
(typ all Piers)
Elev. 'A'

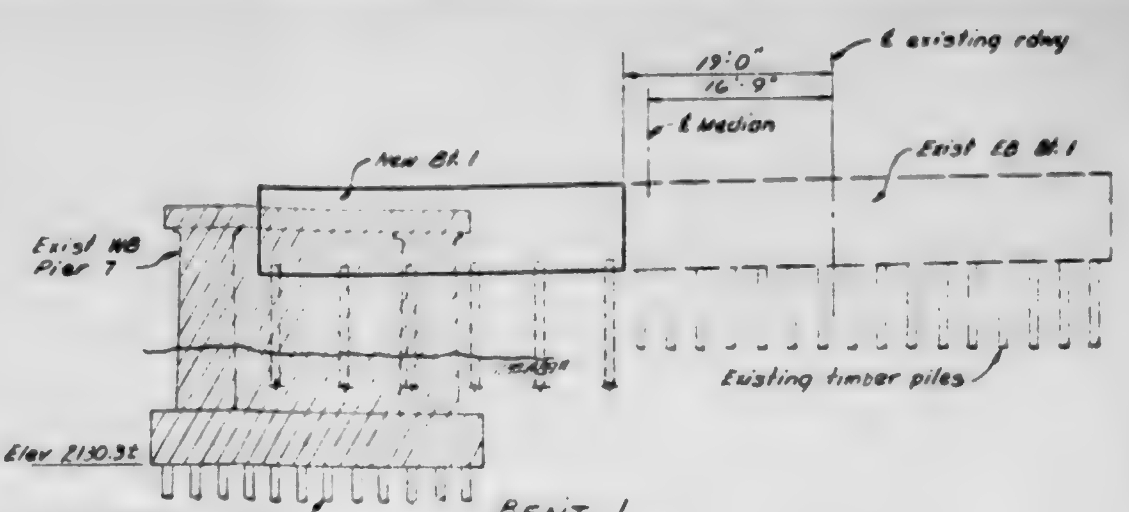
PIERS 1, 3, 5 &


Exist NB Pier 4
New Pier 6
Exist EB Pier 6
2'-0" min.
Exist ground line
Elev. 2117.5±
Elev. 2111
1'-0" min.

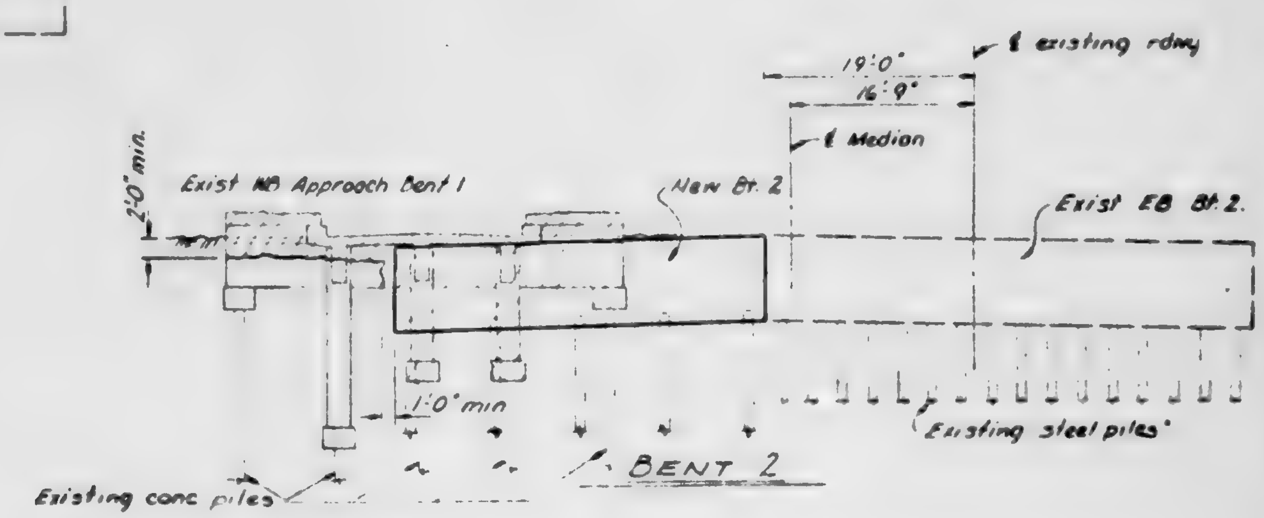
PIER 6


New Pier 8
Exist EB Pier 8
Exist ground line
Elev. 2120
min.

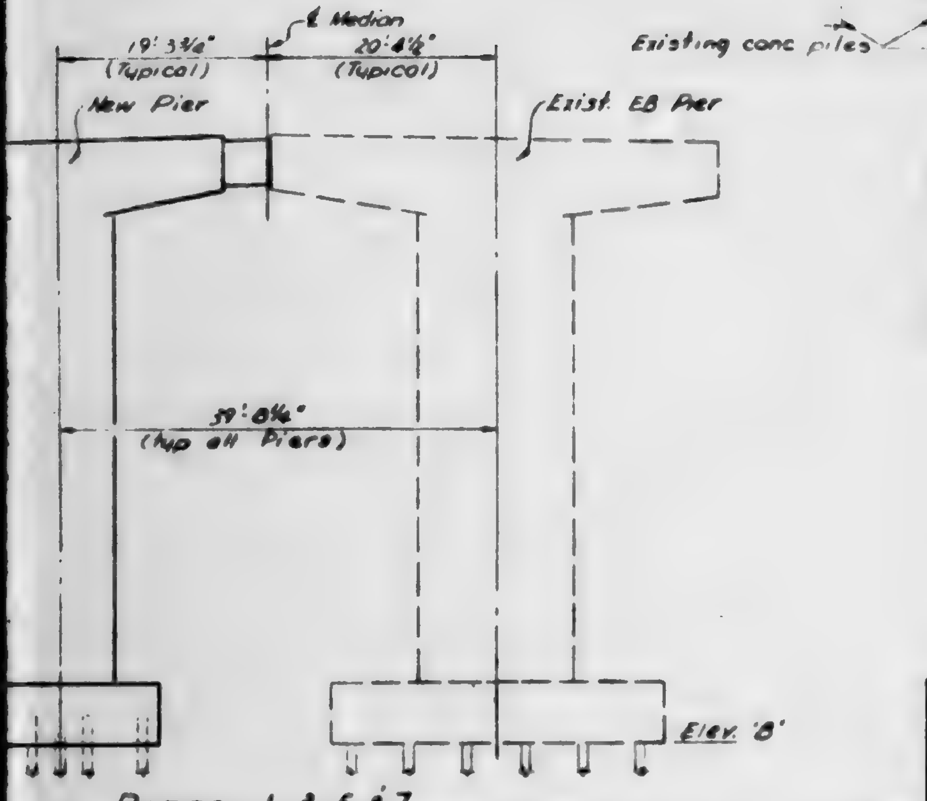
PIER 8


19'-0"
16'-9"
℄ existing rdwy
℄ Median
New Bt. 1
Exist EB Bt. 1
Exist WB Pier 7
Existing timber piles
Elev 2130.3±
Existing timber piles

BENT 1


19'-0"
16'-9"
℄ existing rdwy
℄ Median
2'-0" min.
Exist WB Approach Bent 1
New Bt. 2
Exist EB Bt. 2.
1'-0" min
Existing steel piles
Existing conc piles

BENT 2


19'-3¾"
(Typical)
℄ Median
20'-4½"
(Typical)
New Pier
Exist. EB Pier
39'-8¼"
(typ all Piers)
Elev. 'B'

PIERS 1, 3, 5 & 7

NOTES:

Details shown on this sheet are intended to show general Pier placement only. See detail drawings for specific details.

Existing WB structure foundations are to be removed as shown on this drawing. The shaded areas shown indicate the minimum areas of removal. At locations not shown, existing WB foundations shall be removed to 2'-0" min below existing ground.

PIER	ELEV 'A'	ELEV 'B'
1	2124	2124
3	2118	2118
5	2111	2111
7	2117	2111

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

APPROVED:
BRIDGE ENGINEER
DESIGNED JA
DRAWN MCY
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1589

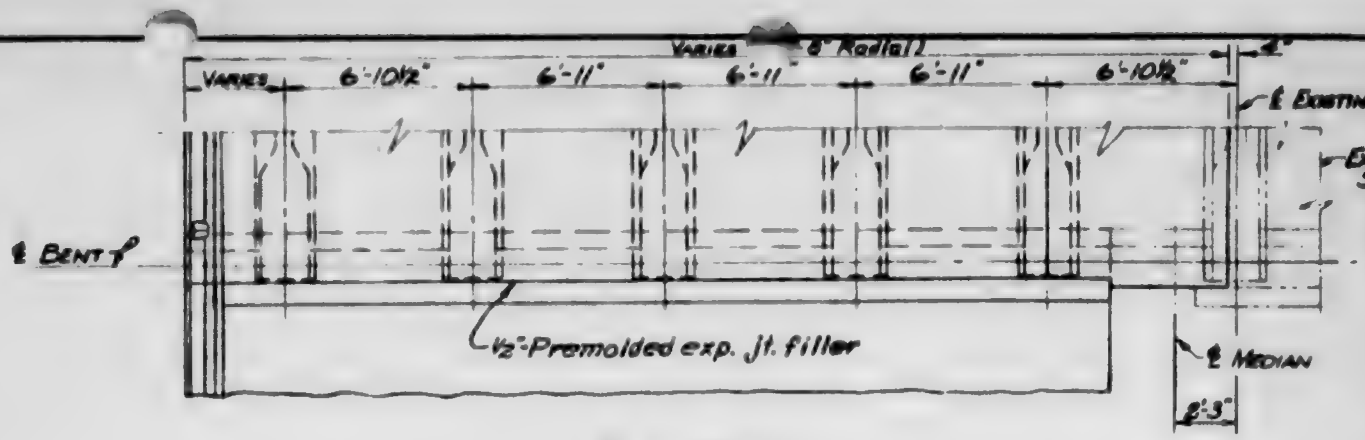
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

SNAKE RIVER BRIDGE

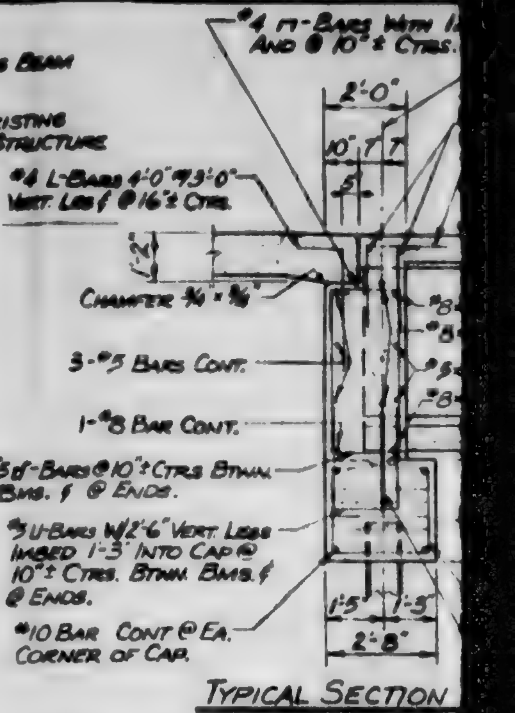
PIER ELEVATIONS

DATE April 14, 1976
BRIDGE NO. 1000 B
SHEET 6 OF 24
DRAWING NO. 31290



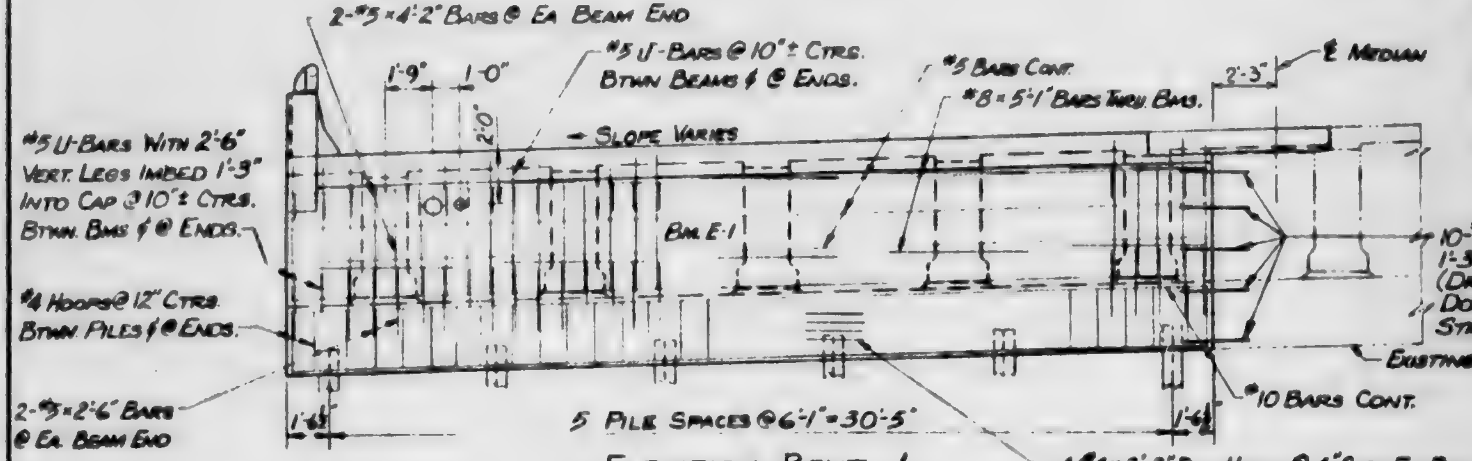
Varies
8" Radial
4"
Varies
6'-10½"
6'-11"
6'-11"
6'-11"
6'-10½"
℄ Existing Beam
Existing Structure
℄ Bent
½" Premolded exp. jt. filler
℄ Median
2'-3"

PLAN BENT 1
SCALE: ¼"=1'-0"



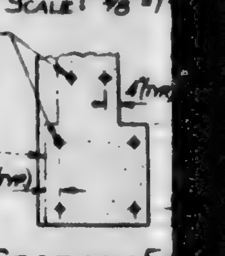
#4 ⊓-Bars With 1
And @ 10" ± Ctrs.
2'-0"
10" 7" 7"
#4 L-Bars 4'-0" x 3'-0" Vert. Legs & @ 16" ± Ctrs.
1'-2"
Chamfer ¾" x ¾"
3-#5 Bars Cont.
1-#8 Bar Cont.
#5 ⊓-Bars @ 10" ± Ctrs Btwn. Bms. & @ Ends.
#5 U-Bars W/2'-6" Vert. Legs Imbed 1'-3" Into Cap @ 10" ± Ctrs. Btwn. Bms. & @ Ends.
#10 Bar Cont. @ Ea. Corner of Cap.
1'-5"
1'-5"
2'-8"

TYPICAL SECTION
SCALE: ⅜"=1

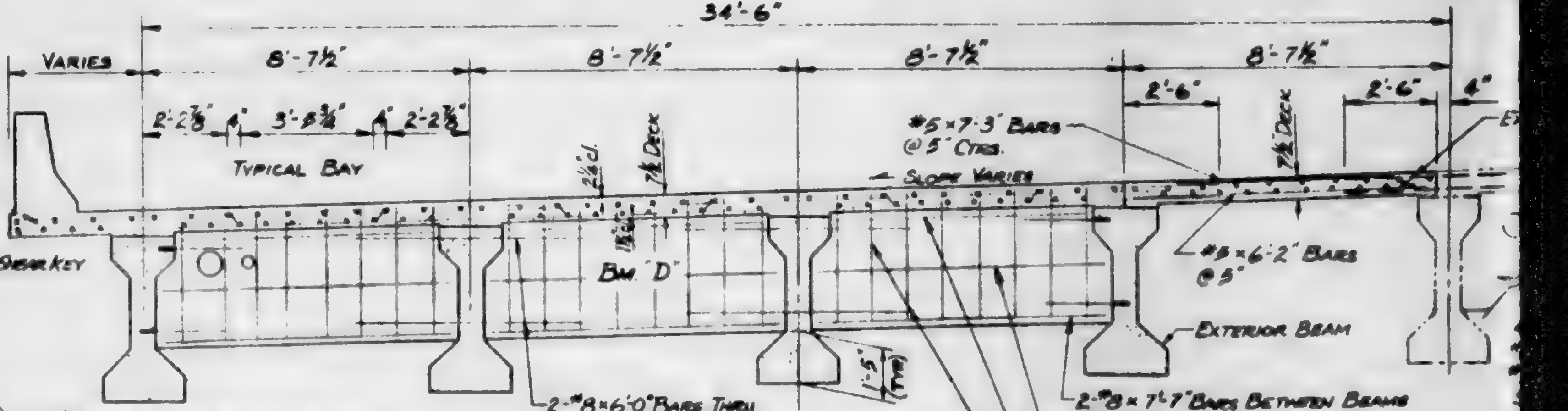


2-#5 x 4'-2" Bars @ Ea Beam End
#5 U-Bars @ 10" ± Ctrs. Btwn Beams & @ Ends.
1'-9"
1'-0"
2'-0"
#5 Bars Cont.
#8 x 5'-1" Bars Thru Bms.
2'-3"
℄ Median
#5 U-Bars With 2'-6" Vert. Legs Imbed 1'-3" Into Cap @ 10" ± Ctrs. Btwn. Bms & @ Ends.
Slope Varies
Bm. E-1
#4 Hoops @ 12" Ctrs. Btwn Piles & @ Ends.
10-#8 Dowels x 2'-6" Imbed 1'-3" Into Existing Structure (Drill 1¼"⌀ Holes & Grout Dowels Into Existing Structure).
Existing Structure
2-#5 x 2'-6" Bars @ Ea. Beam End
1'-6½"
5 Pile Spaces @ 6'-1" = 30'-5"
1'-6½"
#10 Bars Cont.
4-#4 x 2'-2" Dia. Hoops @ 4" Ctrs Ea. Pile

ELEVATION BENT 1
SCALE: ¼"=1'-0"

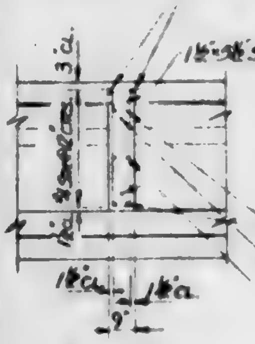


SECTION-EN
SCALE: ⅜"



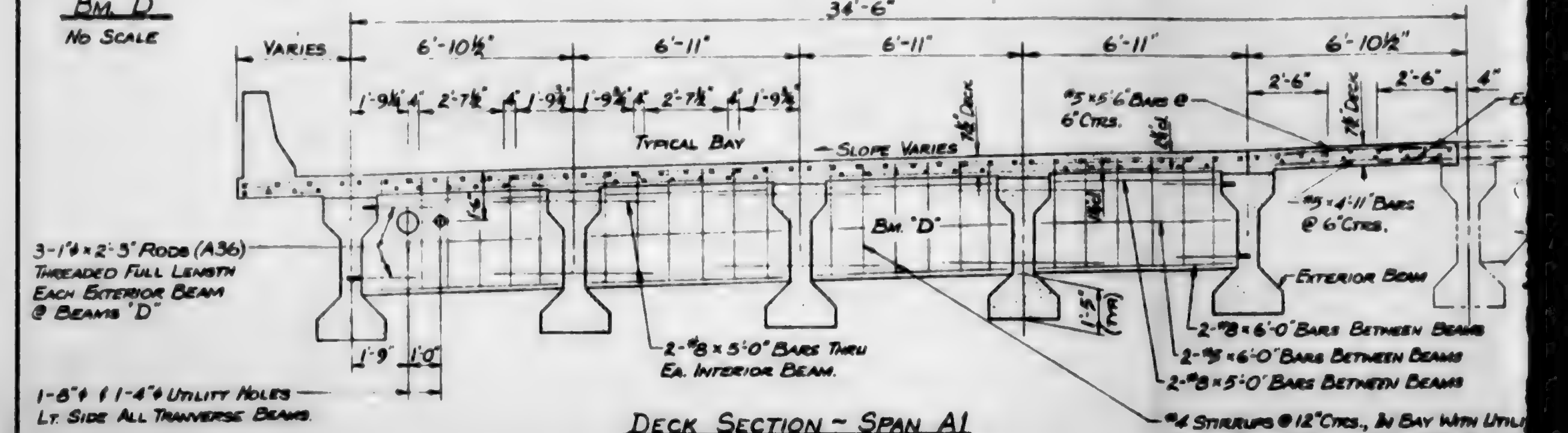
34'-6"
Varies
8'-7½"
8'-7½"
8'-7½"
8'-7½"
2'-2⅞"
4"
3'-8¾"
4"
2'-2⅞"
Typical Bay
2¼" cl.
7¼" Deck
#5 x 7'-3" Bars @ 5" Ctrs.
2'-6"
7¼" Deck
2'-6"
4"
Slope Varies
2-#6 Bars Cont.
1½" x ⅝" Shear Key
Bm. "D"
#5 x 6'-2" Bars @ 5"
Exterior Beam
1'-5" (typ)
2-#8 x 6'-0" Bars Thru Ea. Interior Beam
2-#8 x 7'-7" Bars Between Beams
2-#5 x 7'-7" Bars Between Beams
2-#8 x 6'-7" Bars Between Beams
8-#4 Stirrups Between Beams

DECK SECTION ~ SPANS 1 THRU 8
SCALE: ⅜"=1'-0"



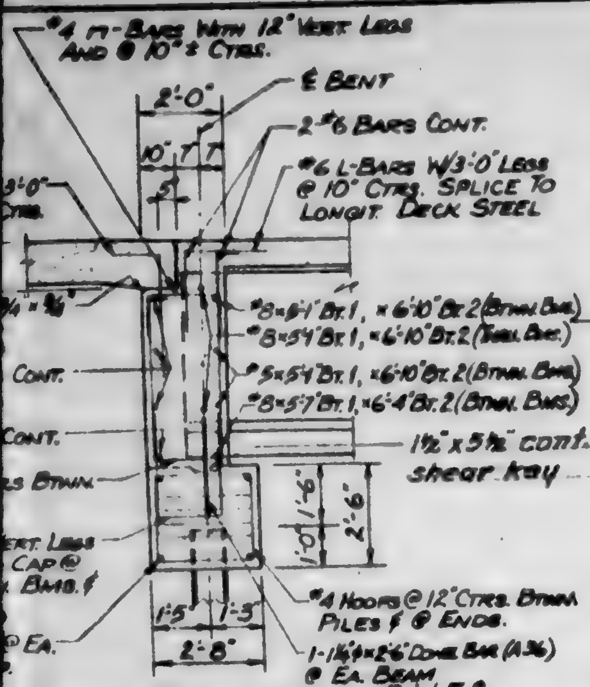
3 cl.
#4 Stirrups
1½ cl.
1½ cl.
1½ cl.
9"
2-#8 Bars Between Bms. (Top & Bot.)
2-#8 Bars Thru Beams
2-#5 Bars Between Beams

BM. "D"
NO SCALE



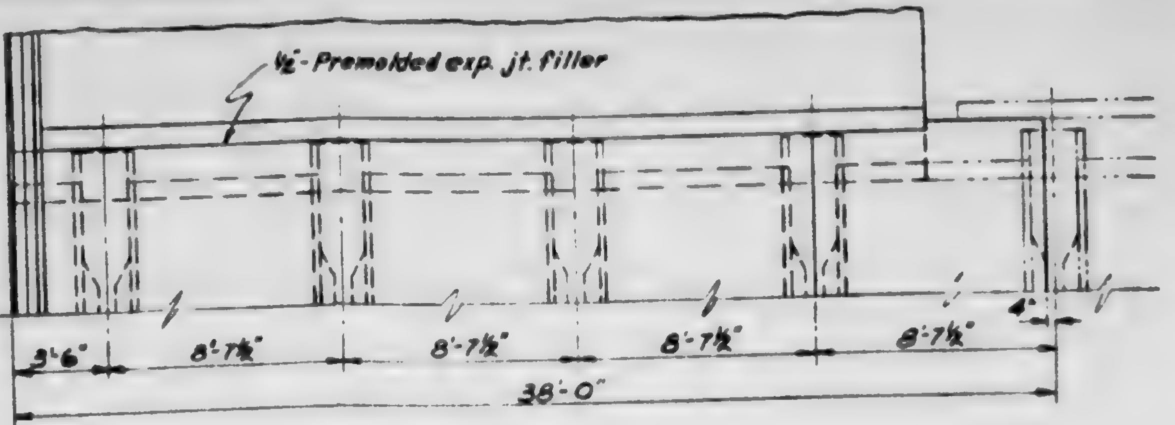
34'-6"
Varies
6'-10½"
6'-11"
6'-11"
6'-11"
6'-10½"
1'-9½"
4"
2'-7½"
4"
1'-9½"
1'-9½"
4"
2'-7½"
4"
1'-9½"
7¼" Deck
#5 x 5'-6" Bars @ 6" Ctrs.
2¼ cl.
7¼" Deck
2'-6"
2'-6"
4"
Typical Bay
Slope Varies
#5 x 4'-11" Bars @ 6" Ctrs.
3-1"⌀ x 2'-3" Rods (A36) Threaded Full Length Each Exterior Beam @ Beams "D"
Bm. "D"
Exterior Beam
1'-5" (typ)
1'-9"
1'-0"
2-#8 x 5'-0" Bars Thru Ea. Interior Beam.
2-#8 x 6'-0" Bars Between Beams
2-#5 x 6'-0" Bars Between Beams
2-#8 x 5'-0" Bars Between Beams
1'-8"⌀ & 1'-4"⌀ Utility Holes Lt. Side All Traverse Beams.
#4 Stirrups @ 12" Ctrs., In Bay With Utili Holes Place Stirrups As Shown.

DECK SECTION ~ SPAN A1
SCALE: ⅜"=1'-0"


#4 m-Bars With 12" Vert. Legs And @ 10"± Ctrs.
℄ Bent
2'-0"
2-#6 Bars Cont.
#6 L-Bars W/3'-0" Legs @ 10" Ctrs. Splice To Longit. Deck Steel
#8=6'-1" Bt.1, ×6'-10" Bt.2 (Btwn. Bms.)
#8=5'4" Bt.1, =6'-10" Bt.2 (Btwn. Bms.)
#5×5'4" Bt.1, ×6'-10" Bt.2 (Btwn. Bms.)
#8=5'7" Bt.1, =6'-4" Bt.2 (Btwn. Bms.)
1½"×5½" cont. shear key
1'-6"
2'-6"
1'-0"
#4 Hoops @ 12" Ctrs. Btwn. Piles & @ Ends.
1-1⅛"ø×2'6" Dowel Bar (A36) @ Ea. Beam
1'-5"
1'-3"
2'-8"
Cont.
Cont.
Bars Btwn.
Vert. Legs Cap @ Bms.
@ Ea.

TYPICAL SECTION BEAM E-1 & E-2

SCALE: ⅛"=1'-0"

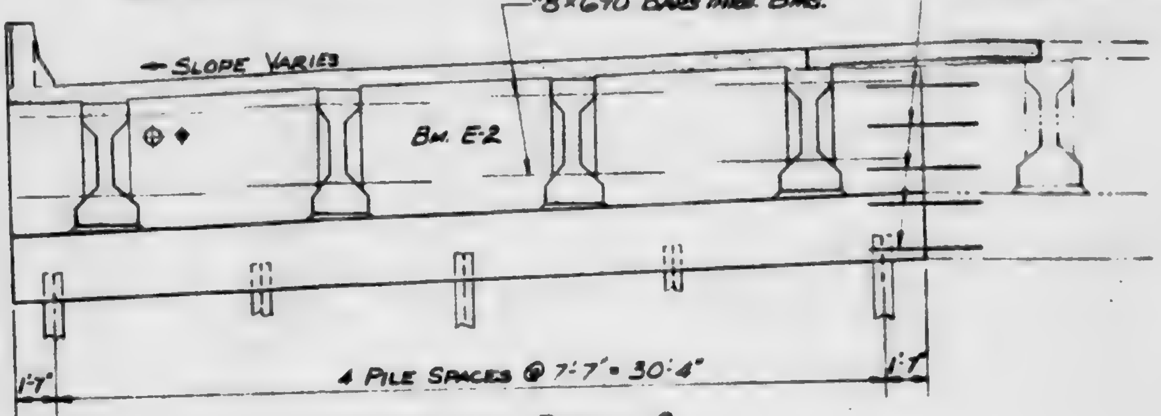

½"-Premolded exp. jt. filler
3'-6"
8'-7½"
8'-7½"
8'-7½"
8'-7½"
4"
38'-0"

PLAN BENT 2

SCALE: ¼"=1'-0"

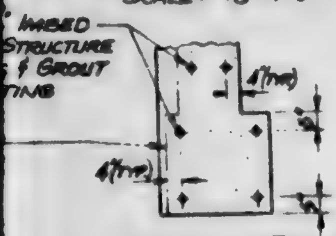
NOTE:
FOR DETAILS NOT SHOWN SEE BENT 1

10-#8 DOWELS × 4'-0" IMBED 2'-0" INTO EXISTING STRUCTURE (FOR OTHER DETAILS SEE BENT 1)


#8×6'-10" Bars Thru. Bms.
Slope Varies
Bm. E-2
1'-7"
4 Pile Spaces @ 7'-7" = 30'-4"
1'-7"

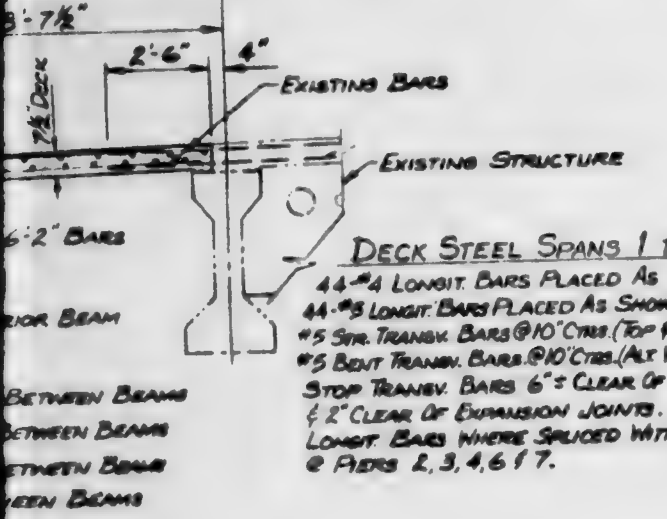
ELEVATION BENT 2

SCALE: ¼"=1'-0"


Imbed Structure & Grout
4(typ)
4(typ)

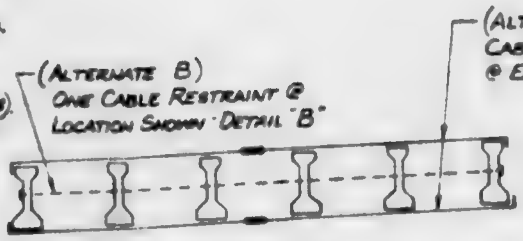
SECTION-END BEAM

SCALE: ⅛"=1'-0"


8'-7½"
2'-6"
4"
7½" Deck
Existing Bars
Existing Structure
6'-2" Bars
Exterior Beam
Between Beams
Between Beams
Between Beams
Between Beams

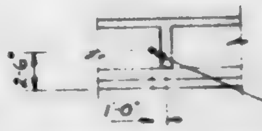
DECK STEEL SPANS 1 THRU 8

44-#4 LONGIT. BARS PLACED AS SHOWN (TOP).
44-#5 LONGIT. BARS PLACED AS SHOWN (BOT.).
#5 STR. TRANSV. BARS @ 10" CTRS. (TOP & BOT.).
#5 BENT TRANSV. BARS @ 10" CTRS. (ALT. WITH STR. BARS).
STOP TRANSV. BARS 6"± CLEAR OF TRANSV. BMS. & 2" CLEAR OF EXPANSION JOINTS. STOP #4 LONGIT. BARS WHERE SPLICED WITH #10 BARS @ PIERS 2, 3, 4, 6 & 7.


(Alternate B) One Cable Restraint @ Location Shown "Detail "B"
(Alternate A) Cable Restraint Top & Bot. @ Ea. Beam-D.

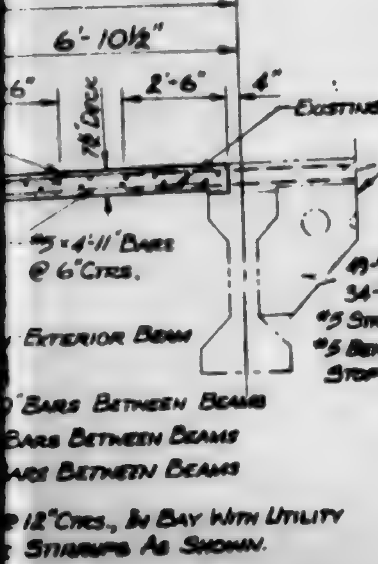
BEAM RESTRAINT DETAIL

SNUG FIT PRESTRESSED BEAMS AGAINST FORMS PRIOR TO DIAPHRAGM BEAM POUR. LET CONCRETE TAKE INITIAL SET THEN REVIBRATE. RESTRAINTS TO REMAIN IN PLACE A MIN. OF 2 DAYS AFTER COMPLETION OF DIAPHRAGM POUR.



1"ø HOLE THRU ALL PRECAST BEAMS @ EA. BEAM "D". AFTER RESTRAINTS ARE REMOVED, FILL HOLES WITH CONCRETE & FINISH FLUSH WITH SURFACE OF BEAM. LEFT SIDE EXTERIOR BEAM ONLY.

DETAIL "B"


6'-10½"
6"
2'-6"
4"
7½" Deck
Existing Bars
Existing Structure
#5×4'-11" Bars @ 6" Ctrs.
Exterior Beam
0" Bars Between Beams
Bars Between Beams
Bars Between Beams
@ 12" Ctrs., In Bay With Utility
Stirrups As Shown.

DECK STEEL SPAN A1

19-#4 LONGIT. BARS PLACED AS SHOWN (TOP).
34-#5 LONGIT. BARS PLACED AS SHOWN (BOT.).
#5 STR. TRANSV. BARS @ 12" CTRS. (TOP & BOT.).
#5 BENT TRANSV. BARS @ 12" CTRS. (ALT. WITH STR. BARS).
STOP TRANSV. BARS 6"± CLEAR OF TRANSV. BEAMS.

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

APPROVED:
BRIDGE ENGINEER
DESIGNED JACK ALLAWAY
DRAWN PHIL AMAYA
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1589

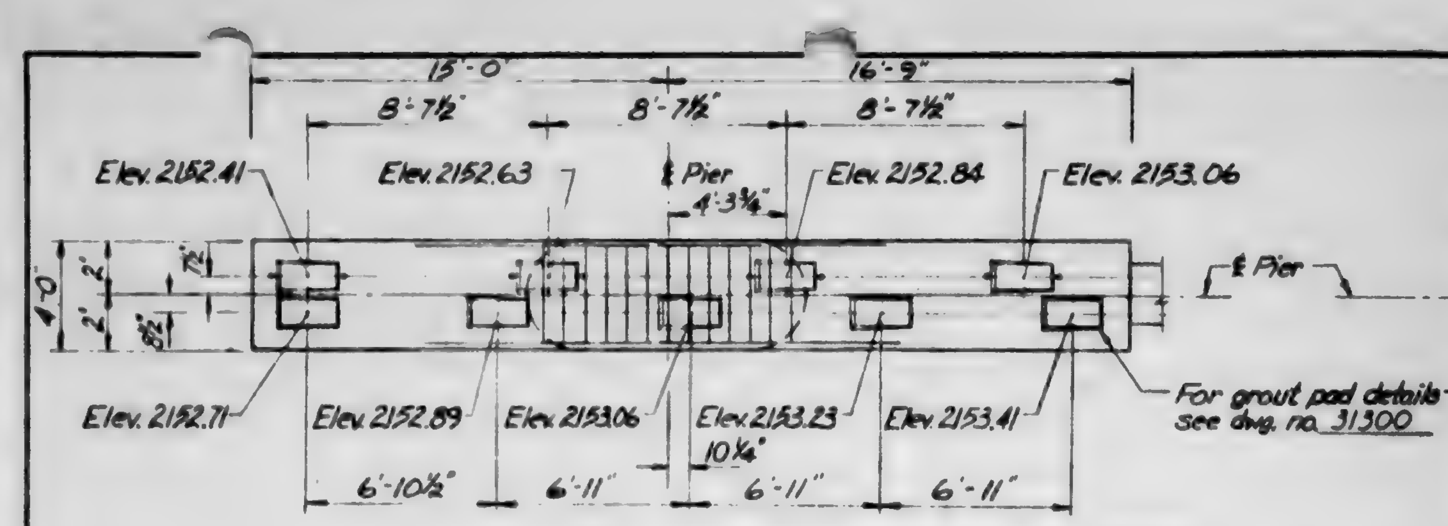
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

SNAKE RIVER BRIDGE

BENTS 1 & 2 AND DECK SECTION

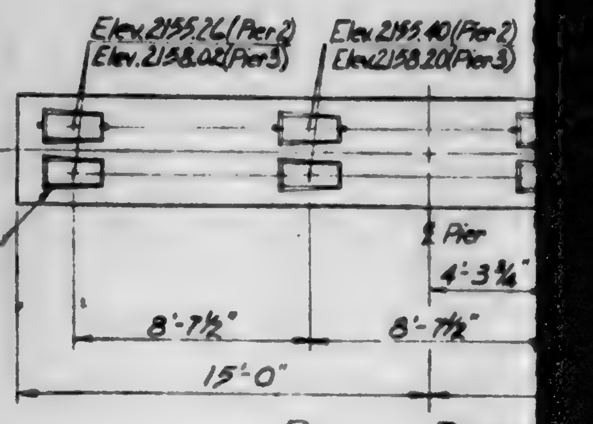
DATE April 14, 1976
BRIDGE NO. 1000 B
SHEET 7 OF 24
DRAWING NO. 31291


15'-0"
16'-9"
8'-7½"
8'-7½"
8'-7½"
Elev. 2152.41
Elev. 2152.63
℄ Pier
4'-3¾"
Elev. 2152.84
Elev. 2153.06
4'-0"
2'
2'
7½
8½
Elev. 2152.71
Elev. 2152.89
Elev. 2153.06
Elev. 2153.23
10¼"
Elev. 2153.41
℄ Pier
For grout pad details see dwg. no. 31300
6'-10½"
6'-11"
6'-11"
6'-11"

PLAN - PIER 1

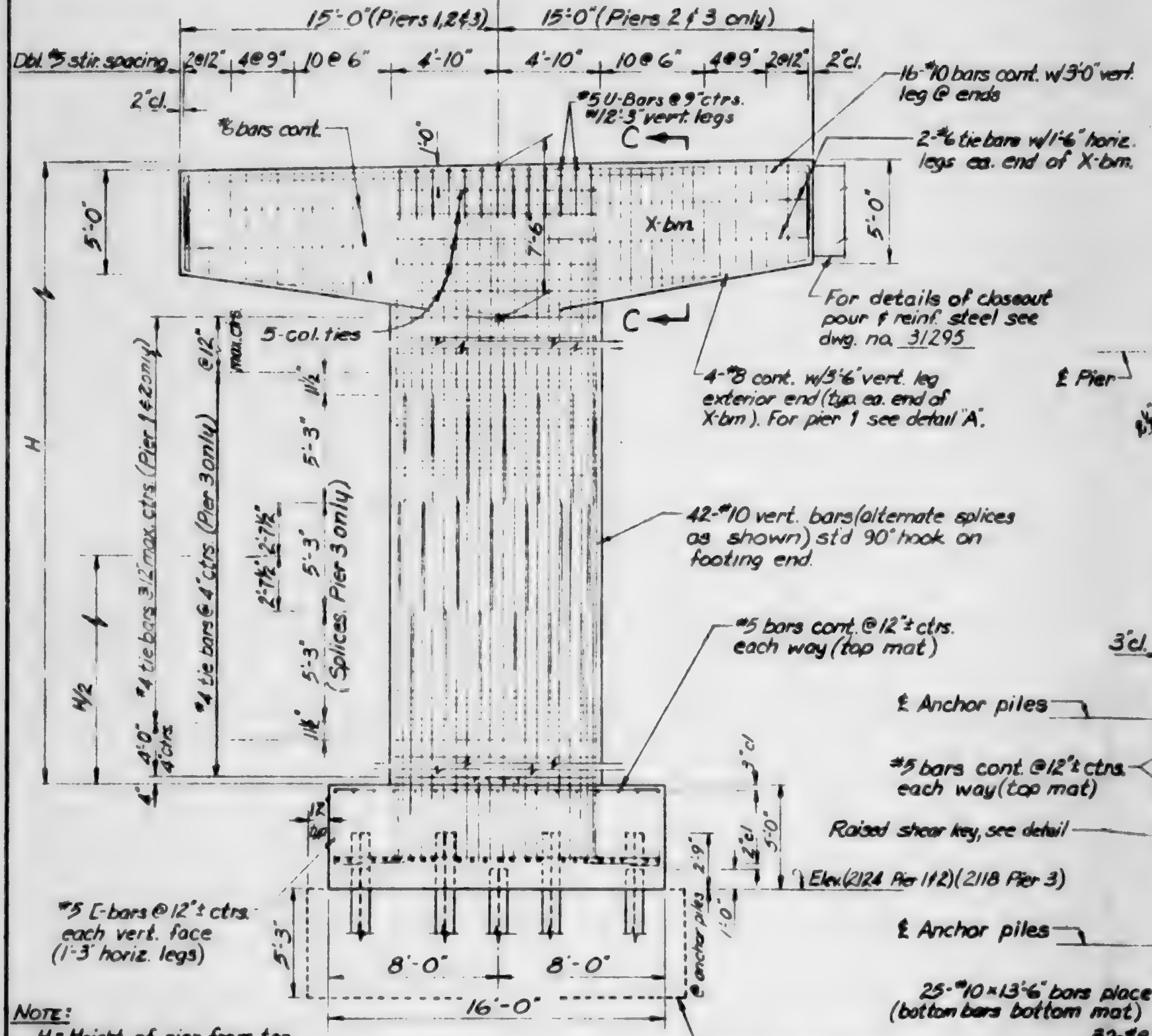
Scale: ¼" = 1'-0"

NOTE:
Elevations shown are top of grout pad.


Elev. 2155.26 (Pier 2)
Elev. 2158.02 (Pier 3)
Elev. 2155.40 (Pier 2)
Elev. 2158.20 (Pier 3)
℄ Pier
4'-3¾"
8'-7½"
8'-7½"
15'-0"

PLAN - PIERS

Scale: ¼" = 1'


15'-0" (Piers 1, 2 & 3)
15'-0" (Piers 2 & 3 only)
Dbl. #5 stir. spacing
2@12"
4@9"
10@6"
4'-10"
4'-10"
10@6"
4@9"
2@12"
2"cl.
2"cl.
16-#10 bars cont. w/3'-0" vert. leg @ ends
#5 U-Bars @ 9" ctrs. w/2'-3" vert. legs
#8 bars cont.
1'-0"
C
2-#6 tie bars w/1'-6" horiz. legs ea. end of X-bm.
5'-0"
7'-6"
X-bm.
5'-0"
For details of closeout pour & reinf. steel see dwg. no. 31295
5-col. ties
C
4-#8 cont. w/3'-6" vert. leg exterior end (typ. ea. end of X-bm). For pier 1 see detail "A".
H
@12" max. ctrs.
1½
5'-3"
5'-3"
5'-3"
2'-7½"
2'-7½"
2'-7½"
(Splices Pier 3 only)
#4 tie bars 3½" max. ctrs. (Pier 1 & 2 only)
#4 tie bars @ 4" ctrs. (Pier 3 only)
42-#10 vert. bars (alternate splices as shown) std 90° hook on footing end.
H/2
4'-0" 4" ctrs.
1½
#5 bars cont. @ 12" ± ctrs. each way (top mat)
3"cl.
12
2'cl.
5'-0"
2'-9"
Elev. (2124 Pier 1 & 2) (2118 Pier 3)
1'-0"
℄ anchor piles
5'-3"
#5 ⊏-bars @ 12" ± ctrs. each vert. face (1'-3" horiz. legs)
8'-0"
8'-0"
16'-0"

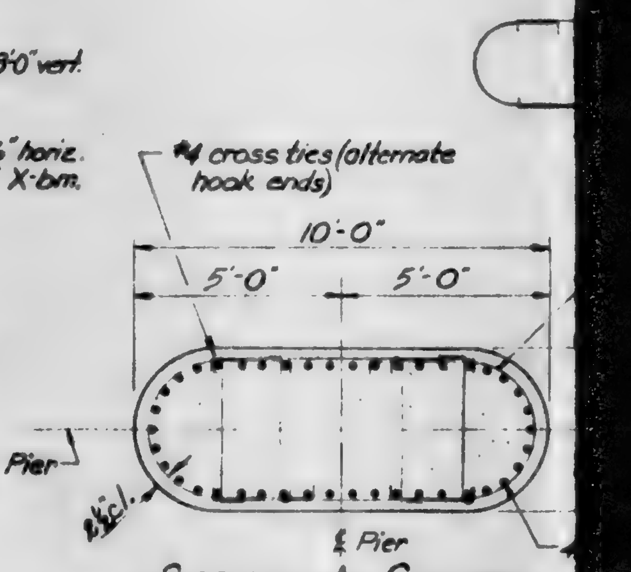
NOTE:
H = Height of pier from top of footing to top of X-bm.

Concrete seal pier 2 only may be req'd.

TYPICAL PIER ELEVATION

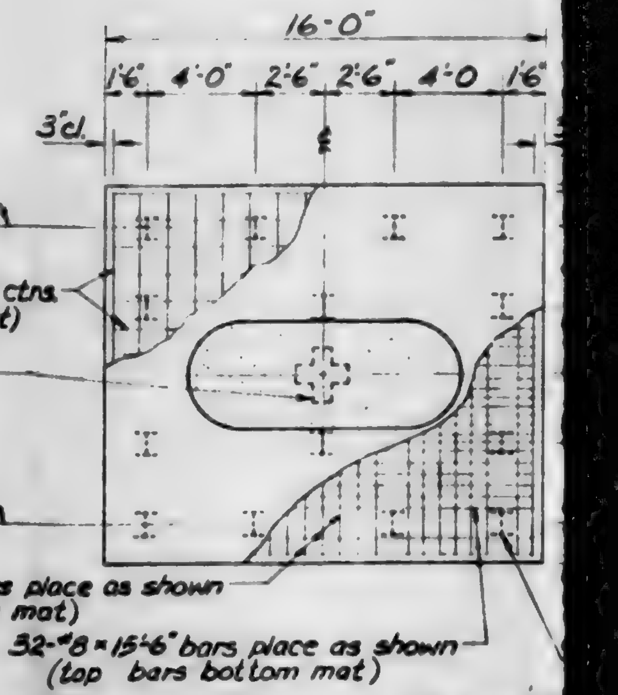
Piers 1, 2 & 3 except as shown on detail "A"

Scale: ¼" = 1'-0"


#4 cross ties (alternate hook ends)
10'-0"
5'-0"
5'-0"
℄ Pier
2½"cl.
℄ Pier

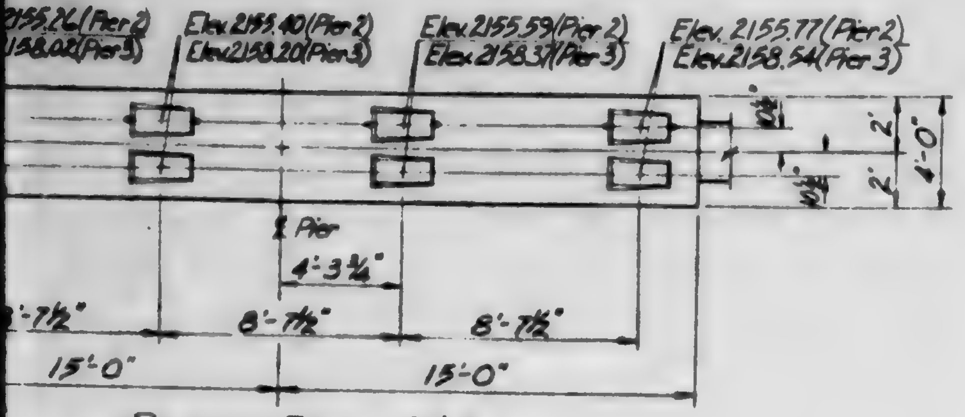
SECTION AT COLUMN

Scale: ⅛" = 1'-0"

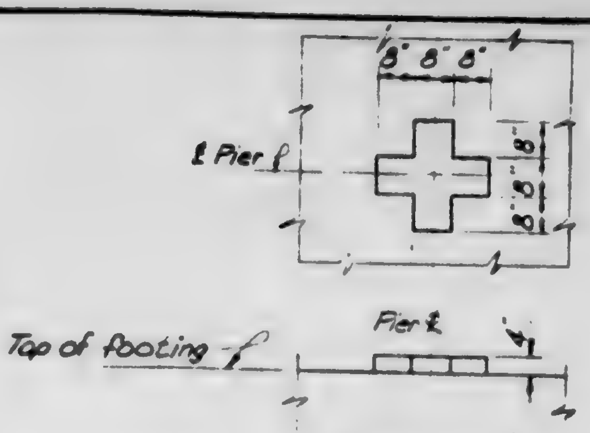

16'-0"
1'6"
4'-0"
2'-6"
2'-6"
4'-0
1'6"
3"cl.
℄
℄ Anchor piles
#5 bars cont. @ 12" ± ctrs. each way (top mat)
Raised shear key, see detail
℄ Anchor piles
25-#10 × 13'-6" bars place as shown (bottom bars bottom mat)
32-#8 × 15'-6" bars place as shown (top bars bottom mat)

TYPICAL FOOTING PLAN-P

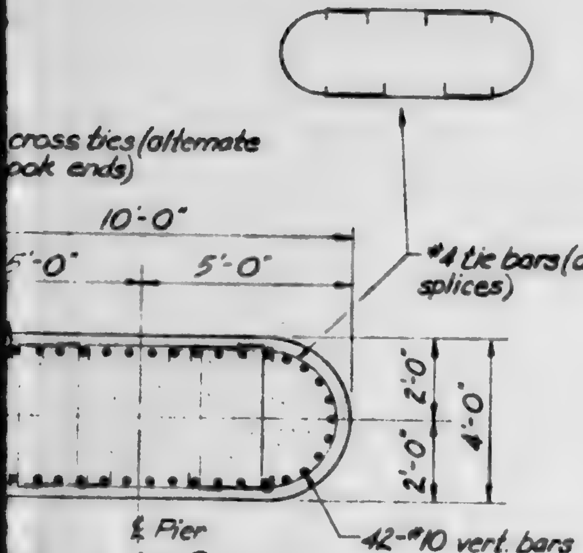
Scale: ¼" = 1'-0"


2155.26(Pier 2)
2158.02(Pier 3)
Elev. 2155.40(Pier 2)
Elev. 2158.20(Pier 3)
Elev. 2155.59(Pier 2)
Elev. 2158.37(Pier 3)
Elev. 2155.77(Pier 2)
Elev. 2158.54(Pier 3)
℄ Pier
4'-3¾"
-7½"
8'-7½"
8'-7½"
15'-0"
15'-0"
2'
2'
4'-0"

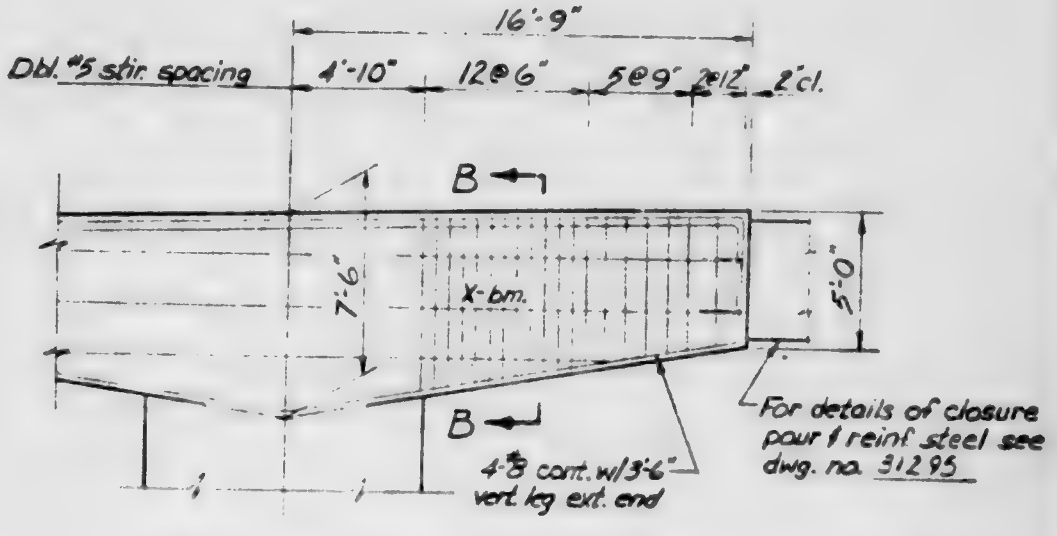
PLAN - PIERS 2 & 3
Scale: ¼" = 1'-0"


3" 8" 8"
℄ Pier ℄
8" 8" 8"
Top of footing ℄
Pier ℄

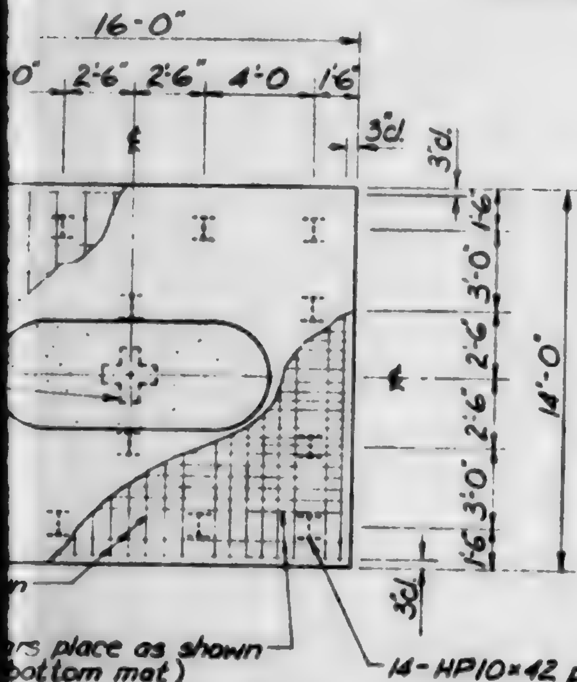
RAISED SHEAR KEY DETAIL
Scale: ½" = 1'-0"


cross ties (alternate
ook ends)
10'-0"
5'-0"
5'-0"
#4 tie bars (alternate splices)
2'-0"
2'-0"
2'-0"
2'-0"
4'-0"
℄ Pier
42-#10 vert. bars

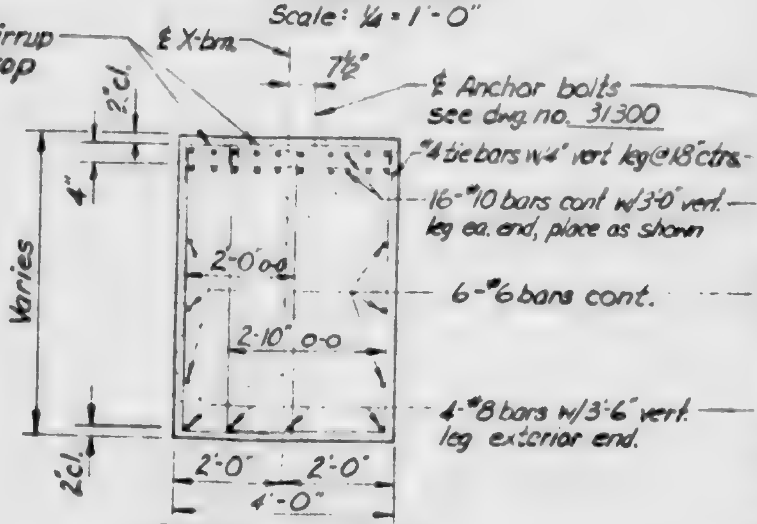
CTION AT COLUMN
Scale: ⅜" = 1'-0"


16'-9"
Dbl. #5 stir. spacing
4'-10"
12@6"
5@9"
2@12"
2"cl.
B
7'-6"
X-bm.
5'-0"
B
4-#8 cont. w/3'-6" vert. leg ext. end
For details of closure pour & reinf. steel see dwg. no. 31295

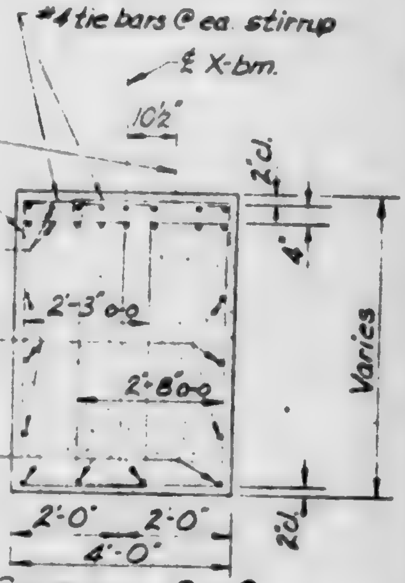
DETAIL "A"
PIER 1 ONLY
Scale: ¼" = 1'-0"


16'-0"
0"
2'-6"
2'-6"
4'-0
1'6"
3"cl.
3"cl.
℄
1'-6"
3'-0"
2'-6"
2'-6"
3'-0"
1'-6"
14'-0"
3"cl.
n
rs place as shown
bottom mat)
14-HP10×42 piles (tip reinf. reqd.)
see details dwg. no. 31294

FOOTING PLAN - PIERS 1, 2 & 3
Scale: ¼" = 1'-0"


#4 tie bars @ ea. stirrup
w/4½" hooks @ top
℄ X-bm.
7½"
℄ Anchor bolts
see dwg. no. 31300
2"cl.
4"
Varies
#4 tie bars w/4" vert. leg @ 18" ctrs.
16-#10 bars cont. w/3'-0" vert. leg ea. end, place as shown
2'-0" o-o
6-#6 bars cont.
2'-10" o-o
4-#8 bars w/3'-6" vert. leg exterior end.
2"cl.
2'-0"
2'-0"
4'-0"

SECTION B-B
(PIER 1 ONLY) Scale: ½" = 1'-0"


#4 tie bars @ ea. stirrup
℄ X-bm.
10½"
2"cl.
4"
2'-3" o-o
2'-8" o-o
Varies
2"cl.
2'-0"
2'-0"
4'-0"

SECTION C~C
(PIER 2 & 3 ONLY) Scale: ½" = 1'-0"

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

APPROVED	
BRIDGE ENGINEER	
DESIGNED	Jack Allaway
DRAWN	Phil Amaya
CHECKED	
REVIEWED	
REVIEWED	
CALC. BOOK	1589

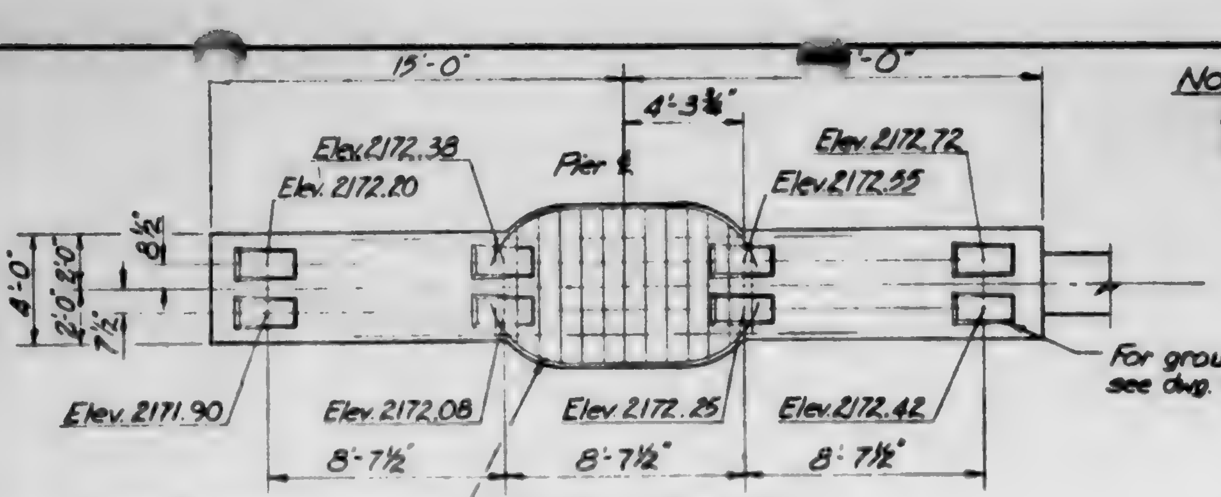
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

SNAKE RIVER BRIDGE

PIERS 1, 2 & 3 DETAILS

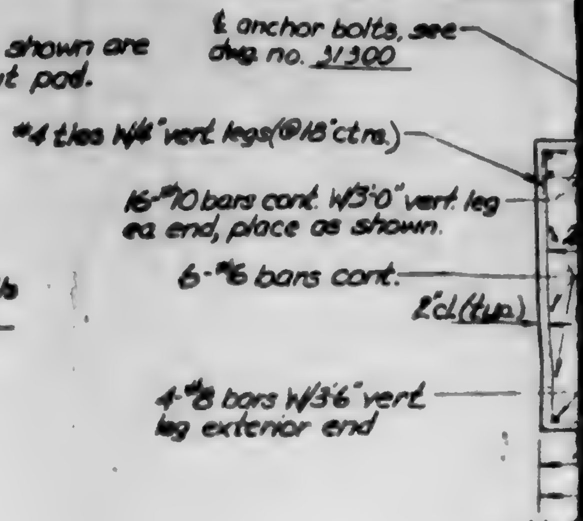
DATE April 14, 1976
BRIDGE NO. 1000 B
SHEET 8 OF 24
DRAWING NO. 31292


15'-0"
-0"
4'-3¾"
Pier ℄
Elev. 2172.38
Elev. 2172.20
Elev. 2172.72
Elev. 2172.55
4'-0"
2'-0"
2'-0"
8½"
7½"
Elev. 2171.90
Elev. 2172.08
Elev. 2172.25
Elev. 2172.42
8'-7½"
8'-7½"
8'-7½"
For grout pad details see dwg. no. 31300

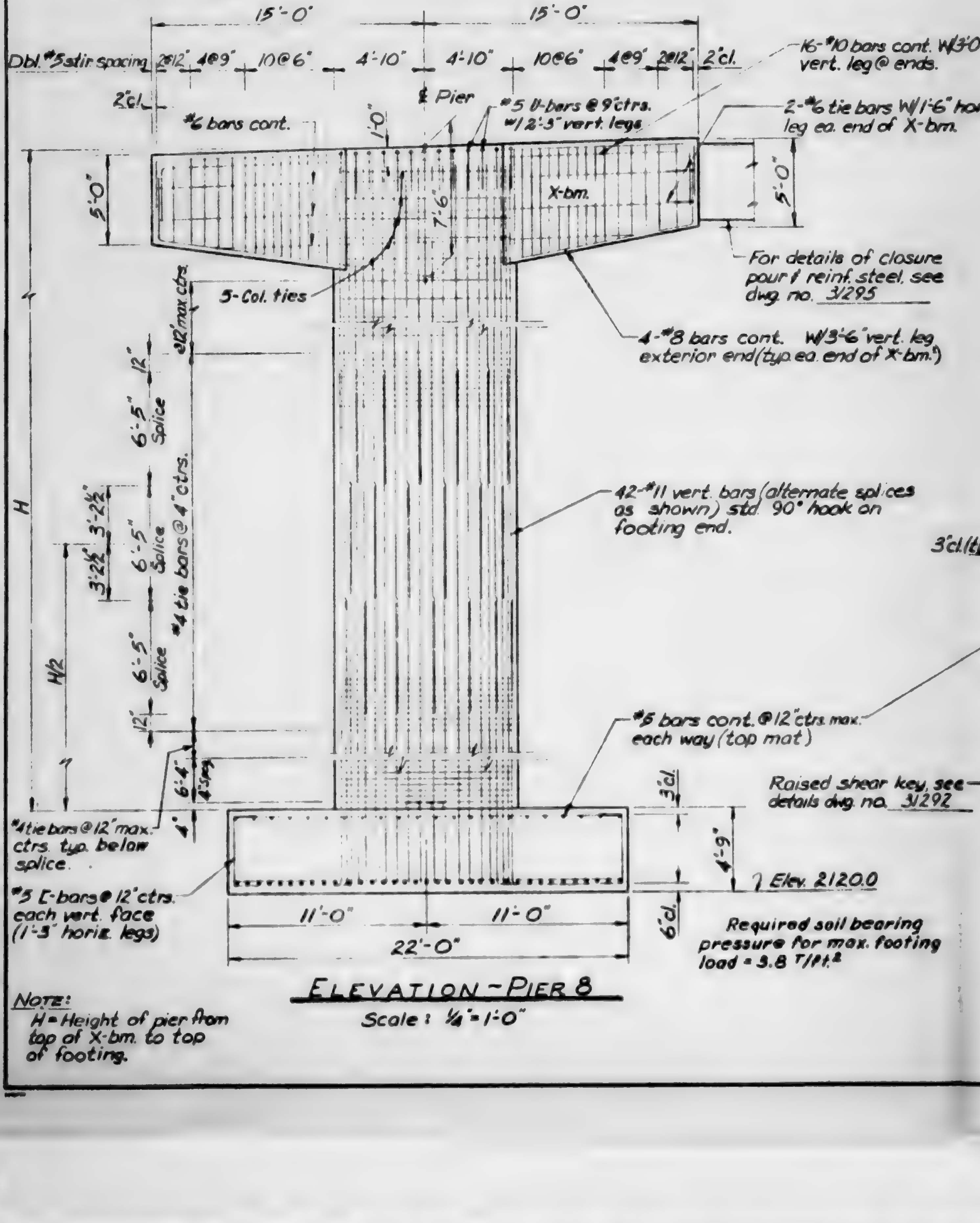
1-#5 bar @ top of col. ea. side

PLAN ~ PIER 8
Scale: ¼"=1'-0"

NOTE:
Elevations shown are top of grout pad.


℄ anchor bolts, see dwg. no. 31300
#4 ties W/4" vert. legs (@18" ctrs.)
16-#10 bars cont. W/3'-0" vert. leg ea. end, place as shown.
6-#6 bars cont.
2"cl. (typ.)
4-#8 bars W/3'-6" vert. leg exterior end

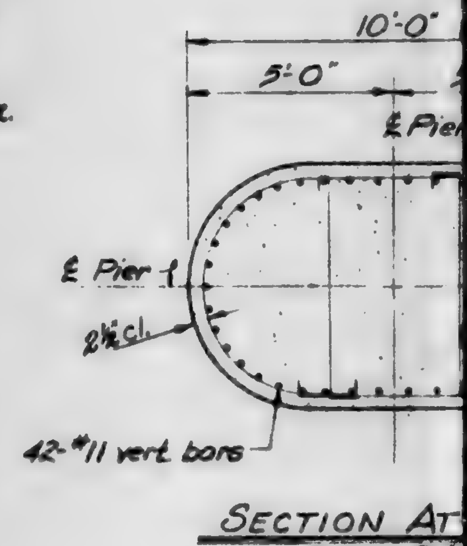
X-B
Sc


15'-0"
15'-0"
Dbl. #5 stir. spacing 2@12" 4@9" 10@6" 4'-10" 4'-10" 10@6" 4@9" 2@12" 2"cl.
16-#10 bars cont. W/3'-0" vert. leg @ ends.
2"cl.
℄ Pier
#5 U-bars @ 9" ctrs. W/2'-3" vert. legs
#6 bars cont.
1'-0"
2-#6 tie bars W/1'-6" horiz. leg ea. end of X-bm.
5'-0"
7'-6"
X-bm.
5'-0"
For details of closure pour & reinf. steel, see dwg. no. 31295
5-Col. ties
2@12" max. ctrs.
4-#8 bars cont. W/3'-6" vert. leg exterior end (typ. ea. end of X-bm.)
12"
6'-5" Splice
H
3'-2½" 3'-2½"
6'-5" Splice
#4 tie bars @ 4" ctrs.
42-#11 vert. bars (alternate splices as shown) std. 90° hook on footing end.
3'-2½"
H/2
6'-5" Splice
12"
#5 bars cont. @ 12" ctrs. max. each way (top mat)
6'-4"
4 Sp.
4"
3"cl.
Raised shear key, see details dwg. no. 31292
4'-9"
#4 tie bars @ 12" max. ctrs. typ. below splice.
Elev. 2120.0
#5 ⊏-bars @ 12" ctrs. each vert. face (1'-3" horiz. legs)
11'-0"
11'-0"
6"cl.
22'-0"

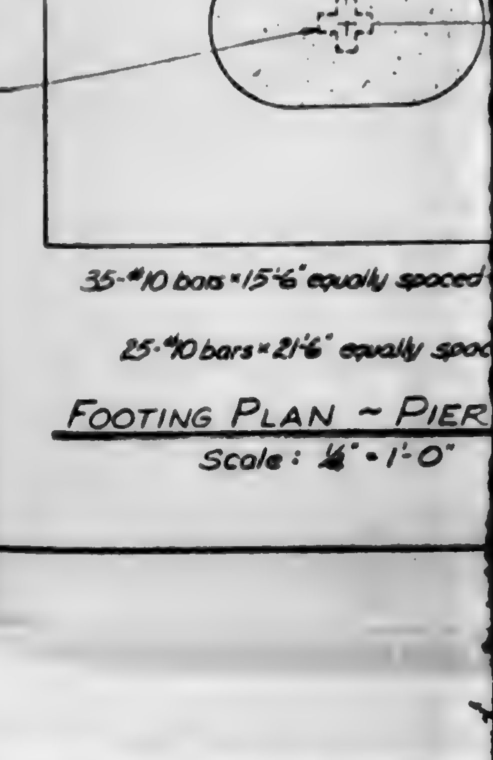
Required soil bearing pressure for max. footing load = 3.8 T/ft.²

ELEVATION - PIER 8
Scale: ¼"=1'-0"

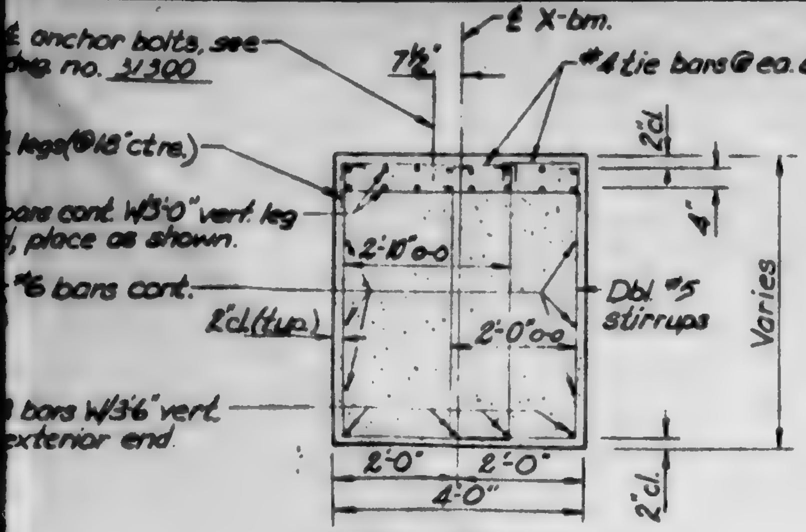
NOTE:
H = Height of pier from top of X-bm. to top of footing.


10'-0"
5'-0"
℄ Pier
℄ Pier
2½"cl.
42-#11 vert. bars

SECTION AT
Scale: ⅜"

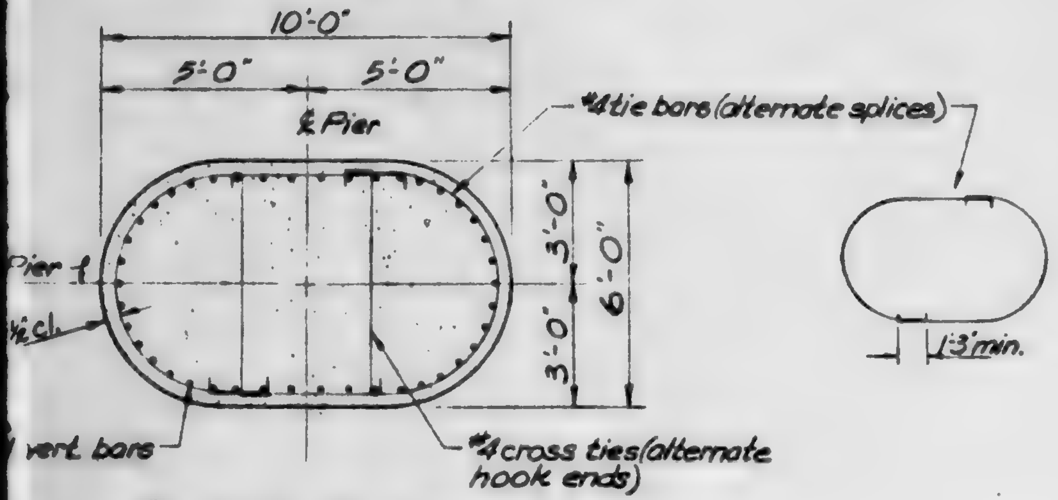

22'-0"
11'-0"
11'-
3"cl. (typ.)
35-#10 bars × 15'-6" equally spaced
25-#10 bars × 21'-6" equally spac

FOOTING PLAN ~ PIER
Scale: ¼"=1'-0"



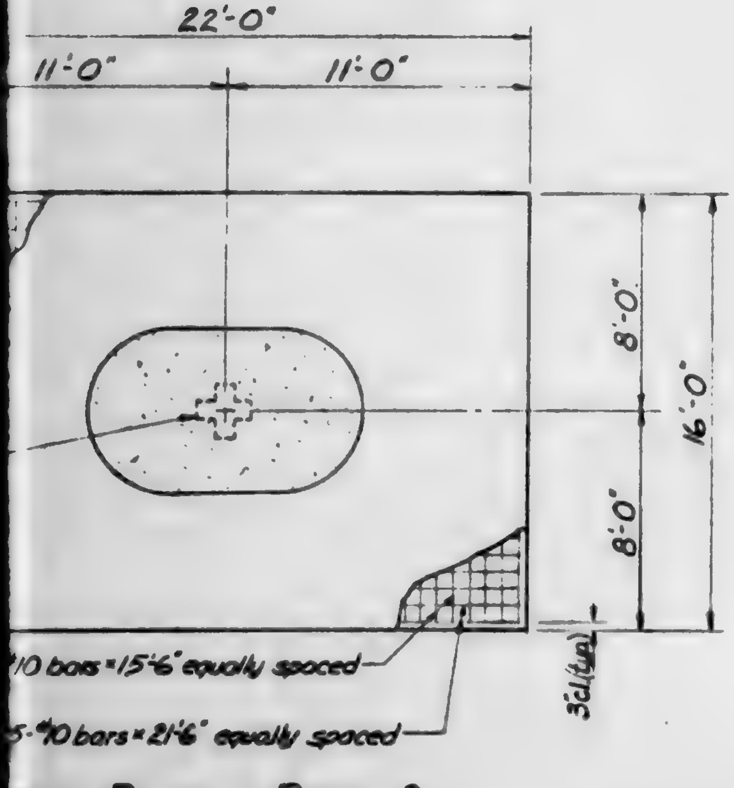
℄ X-bm.
℄ anchor bolts, see dwg. no. 31300
7½"
#4 tie bars @ ea. stir.
2 legs (@ 18" ctrs.)
bars cont. W/3'-0" vert. leg , place as shown.
#6 bars cont.
2"cl.
4"
2'-10" o-o
Dbl. #5 stirrups
2"cl.(typ.)
2'-0" o-o
Varies
bars W/3'-6" vert. exterior end
2'-0"
2'-0"
4'-0"
2"cl.

X-BM. SECTION
Scale: 3/8" = 1'-0"



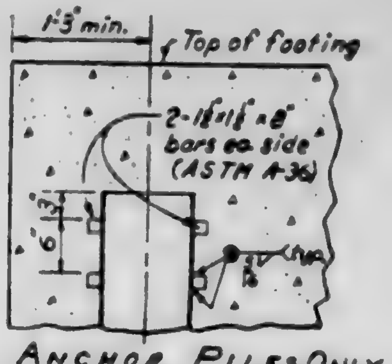
10'-0"
5'-0"
5'-0"
℄ Pier
#4 tie bars (alternate splices)
Pier ℄
1½"cl.
3'-0"
6'-0"
3'-0"
vert. bars
#4 cross ties (alternate hook ends)
1'-3" min.

SECTION AT COLUMN
Scale: 3/8" = 1'-0"



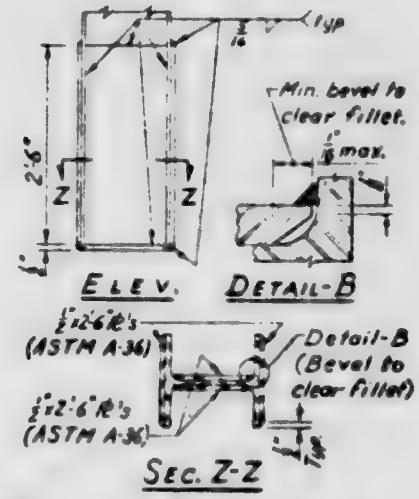
22'-0"
11'-0"
11'-0"
8'-0"
16'-0"
8'-0"
3"cl.(typ.)
#10 bars × 15'-6" equally spaced
5-#10 bars × 21'-6" equally spaced

TING PLAN ~ PIER 8
Scale: ½" = 1'-0"



1'-3" min.
Top of footing
2-1½"×1½"×8" bars ea. side (ASTM A-36)
6"
(typ.)

ANCHOR PILES ONLY



typ.
Min. bevel to clear fillet.
⅛" max.
2'-6"
Z
Z
ELEV.
DETAIL-B
½"×2'-6" ℞'s (ASTM A-36)
Detail-B (Bevel to clear fillet)
½"×2'-6" ℞'s (ASTM A-36)

ELEV.

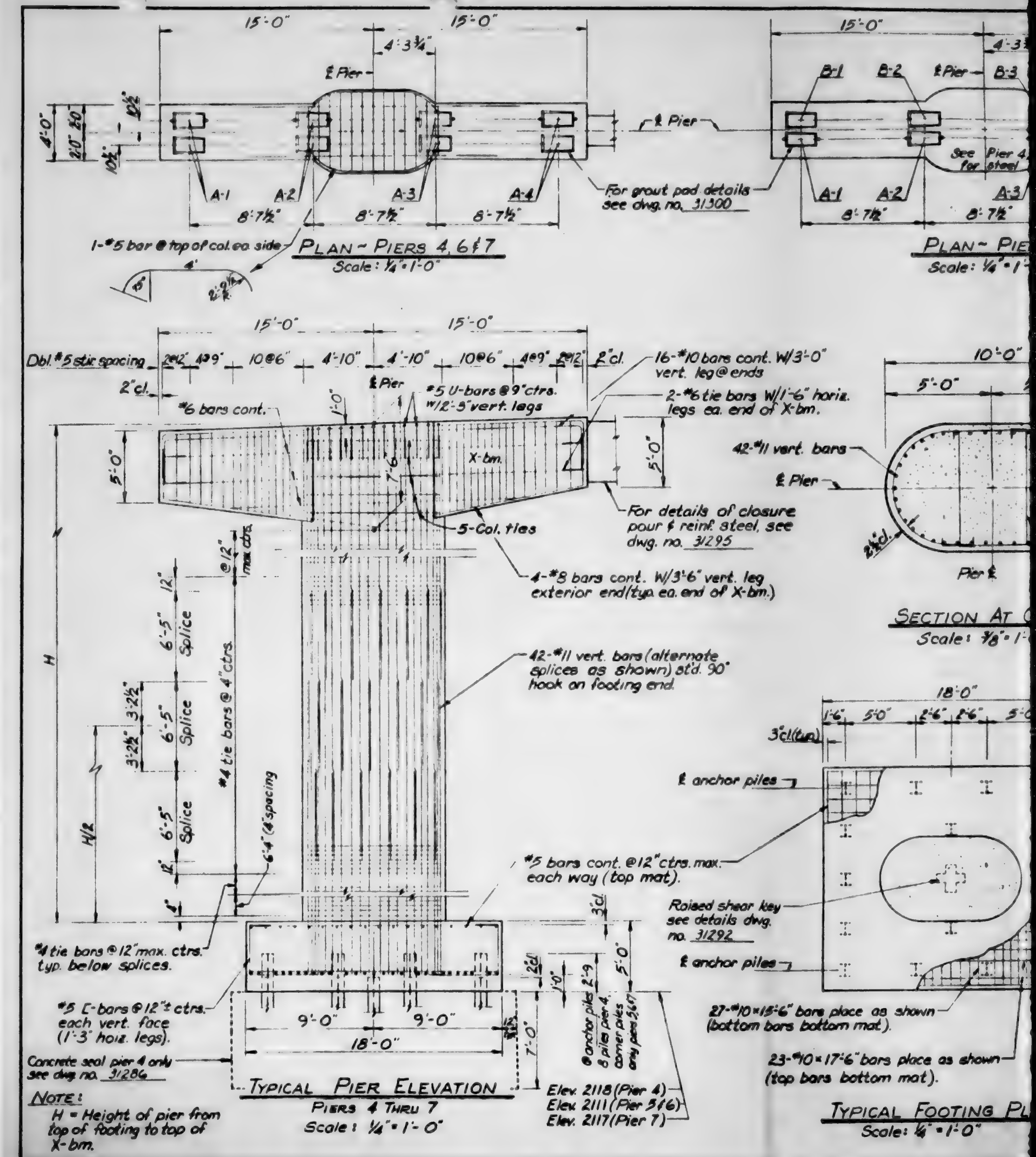
DETAIL-B

SEC. Z-Z

PILE TIP REINFORCING

ADVANCE PLANS
APR 1 6 1976
DO NOT USE FOR CONSTUCTION

APPROVED BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED Jack Alloway DRAWN Phil Amaya CHECKED REVIEWED REVIEWED CALC. BOOK 1589	SNAKE RIVER BRIDGE
DATE / REVISION	PIER 8 DETAILS
	DATE April 14, 1976 / BRIDGE NO. 1000 B / SHEET 10 OF 24 / DRAWING NO. 31294


15'-0"
15'-0"
4'-3¾"
℄ Pier
4'-0"
2'-0"
2'-0"
10½"
10½"
A-1
A-2
A-3
A-4
8'-7½"
8'-7½"
8'-7½"
1-#5 bar @ top of col. ea. side
4'
2'-9¼" R.
For grout pad details see dwg. no. 31300
℄ Pier
15'-0"
4'-3
B-1
B-2
℄ Pier
B-3
See Pier 4 for steel
A-1
A-2
A-3
8'-7½"
8'-7½"
15'-0"
15'-0"
Dbl. #5 stir. spacing
2@12"
4@9"
10@6"
4'-10"
4'-10"
10@6"
4@9"
2@12"
2"cl.
2"cl.
℄ Pier
#6 bars cont.
1'-0"
#5 U-bars @ 9" ctrs. w/2'-5" vert. legs
16-#10 bars cont. W/3'-0" vert. leg @ ends
2-#6 tie bars W/1'-6" horiz. legs ea. end of X-bm.
5'-0"
7'-6"
X-bm.
5'-0"
For details of closure pour & reinf. steel, see dwg. no. 31295
5-Col. ties
4-#8 bars cont. W/3'-6" vert. leg exterior end (typ. ea. end of X-bm.)
H
@12" max. ctrs.
12"
6'-5"
Splice
3'-2½"
6'-5"
Splice
3'-2½"
#4 tie bars @ 4" ctrs.
H/2
6'-5"
Splice
12"
6'-4" (4" spacing)
42-#11 vert. bars (alternate splices as shown) st'd. 90° hook on footing end.
#5 bars cont. @12" ctrs. max. each way (top mat).
#4 tie bars @ 12" max. ctrs. typ. below splices.
3"cl.
2"cl.
1'-0"
2'-9
5'-0"
⊕ anchor piles 8 piles pier 4, corner piles only piers 5, 6, 7
#5 ⊏-bars @ 12"± ctrs. each vert. face (1'-3" horiz. legs).
9'-0"
9'-0"
18'-0"
12"
7'-0"
Concrete seal pier 4 only see dwg. no. 31286
Elev. 2118 (Pier 4)
Elev. 2111 (Pier 5 & 6)
Elev. 2117 (Pier 7)
10'-0"
5'-0"
42-#11 vert. bars
℄ Pier
2½"cl.
Pier ℄
18'-0"
1'-6"
5'-0"
2'-6"
2'-6"
5'-0
3"cl. (typ.)
℄ anchor piles
Raised shear key see details dwg. no. 31292
℄ anchor piles
27-#10 × 15'-6" bars place as shown (bottom bars bottom mat).
23-#10 × 17'-6" bars place as shown (top bars bottom mat).

PLAN ~ PIERS 4, 6 & 7
Scale: ¼" = 1'-0"

PLAN ~ PIE
Scale: ¼" = 1'

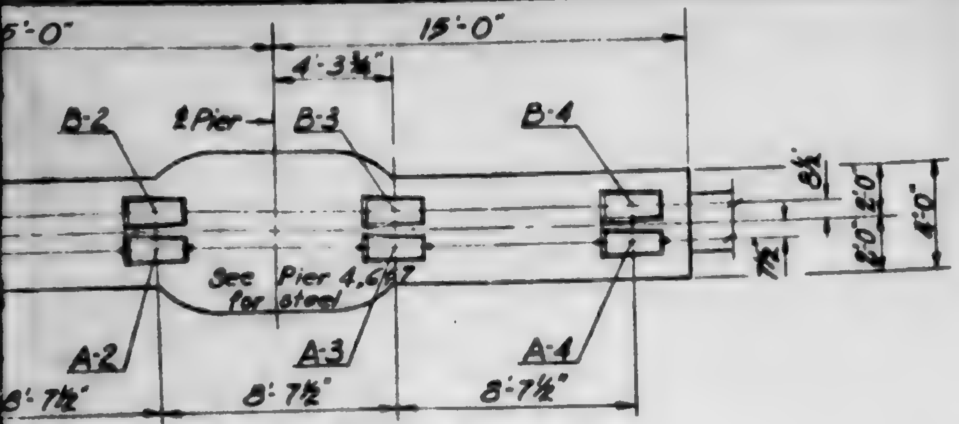
SECTION AT C
Scale: ⅜" = 1'

TYPICAL PIER ELEVATION
PIERS 4 THRU 7
Scale: ¼" = 1'-0"

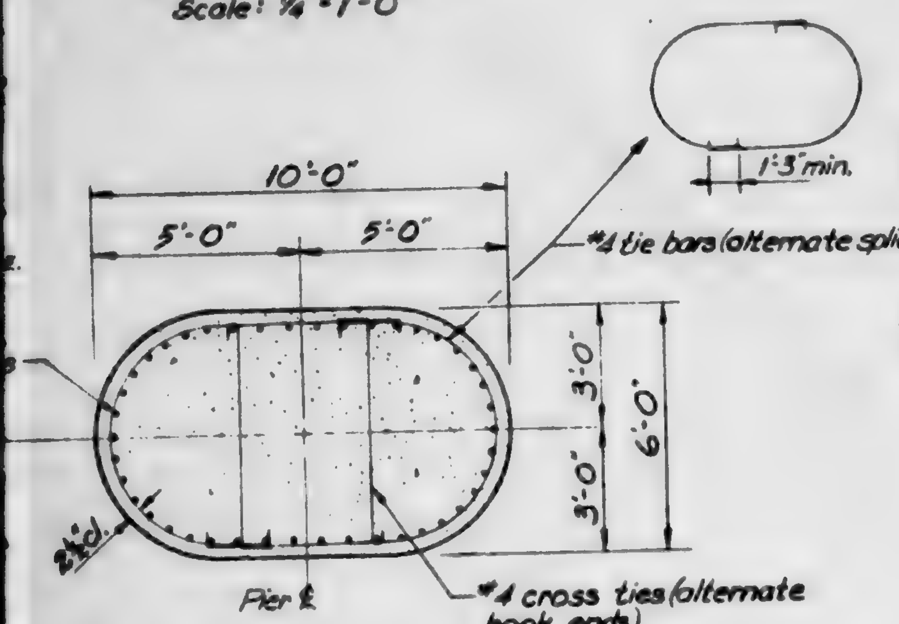
NOTE:
H = Height of pier from top of footing to top of X-bm.

TYPICAL FOOTING PL
Scale: ¼" = 1'-0"

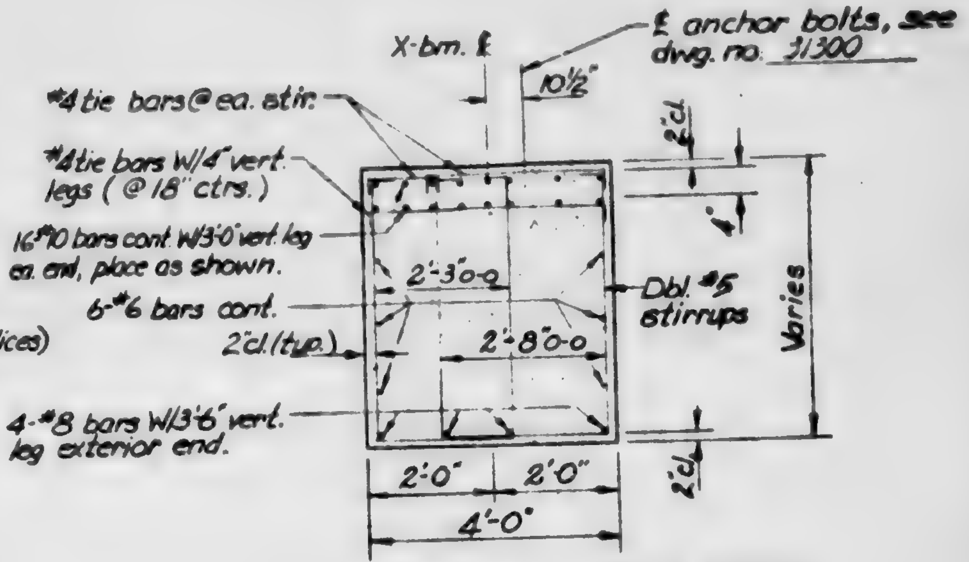
Pier Nº	A-1	A-2	A-3	A-4	B-1	B-2	B-3	B-4
	Elevation top of grout pad							
4	2160.85	2161.03	2161.20	2161.37	—	—	—	—
5	2163.65	2163.83	2164.00	2164.17	2163.85	2164.03	2164.20	2164.37
6	2166.41	2166.59	2166.76	2166.93	—	—	—	—
7	2169.21	2169.39	2169.59	2169.73	—	—	—	—


5'-0"
15'-0"
4'-3¾"
B-2
℄ Pier
B-3
B-4
8½
2'-0"
2'-0"
4'-0"
7½
See Pier 4,6&7 for steel
A-2
A-3
A-4
8'-7½"
8'-7½"
8'-7½"

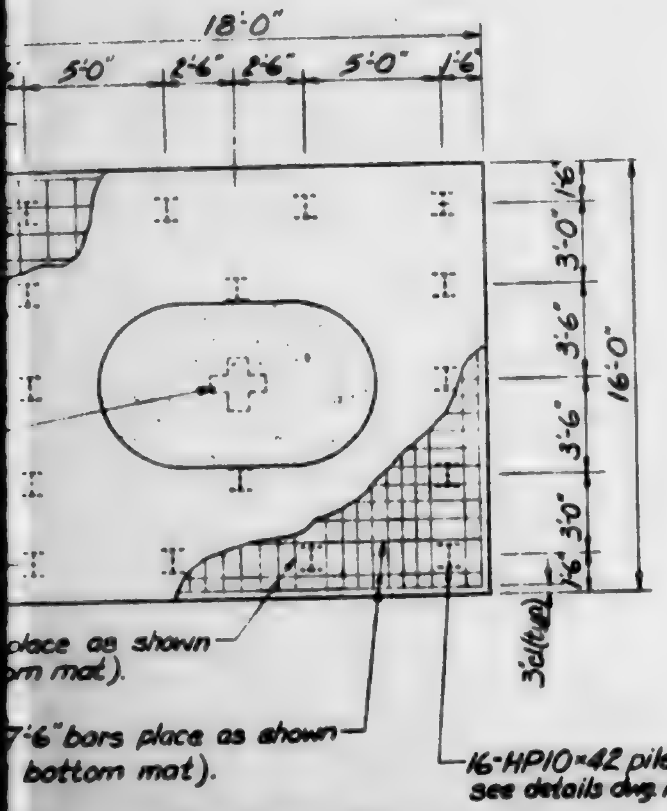
PLAN ~ PIER 5
Scale: ¼" = 1'-0"


1'-3" min.
10'-0"
5'-0"
5'-0"
#4 tie bars (alternate splices)
3'-0"
3'-0"
6'-0"
2½"cl.
Pier ℄
#4 cross ties (alternate hook ends)

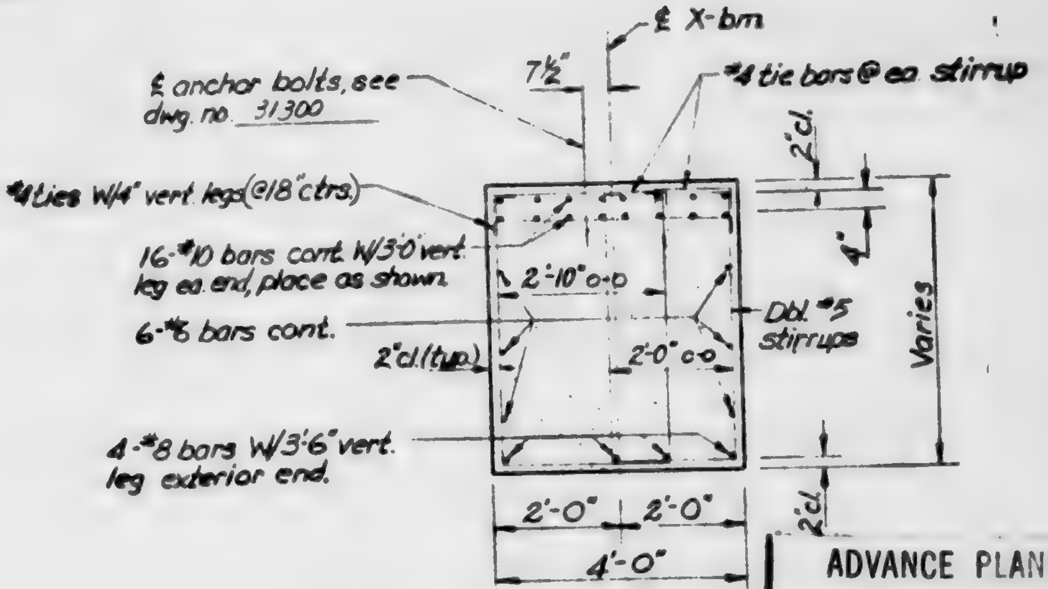
SECTION AT COLUMN
Scale: ⅜" = 1'-0"


X-bm. ℄
℄ anchor bolts, see dwg. no. 31300
10½"
#4 tie bars @ ea. stir.
#4 tie bars W/4" vert. legs (@18" ctrs.)
16-#10 bars cont. W/3'-0" vert. leg ea. end, place as shown.
6-#6 bars cont.
2"cl.(typ.)
4-#8 bars W/3'-6" vert. leg exterior end.
2'-3" c-c
2'-8" c-c
Dbl. #5 stirrups
2"cl.
4"
Varies
2"cl.
2'-0"
2'-0"
4'-0"

X-BM. SECTION ~ PIERS 4,6 & 7
Scale: ⅜" = 1'-0"


18'-0"
1'-6"
5'-0"
2'-6"
2'-6"
5'-0"
1'-6"
1'-6"
3'-0"
3'-6"
3'-6"
3'-0"
1'-6"
16'-0"
3"cl.(typ.)
place as shown
(bottom mat).
7'-6" bars place as shown
bottom mat).
16-HP10×42 piles (reinf. tip reqd.) see details dwg. no. 31294

TYPICAL FOOTING PLAN
Scale: ¼" = 1'-0"


℄ X-bm
7½"
℄ anchor bolts, see dwg. no. 31300
#4 tie bars @ ea. stirrup
#4 ties W/4" vert. legs (@18" ctrs.)
16-#10 bars cont. W/3'-0" vert. leg ea. end, place as shown.
6-#6 bars cont.
2"cl.(typ.)
4-#8 bars W/3'-6" vert. leg exterior end.
2'-10" c-c
2'-0" c-c
Dbl. #5 stirrups
2"cl.
4"
Varies
2"cl.
2'-0"
2'-0"
4'-0"

X-BM. SECTION ~ PIER 5
Scale: ⅜" = 1'-0"

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

APPROVED

BRIDGE ENGINEER

DESIGNED Jack Allaway
DRAWN Phil Amaya
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1589

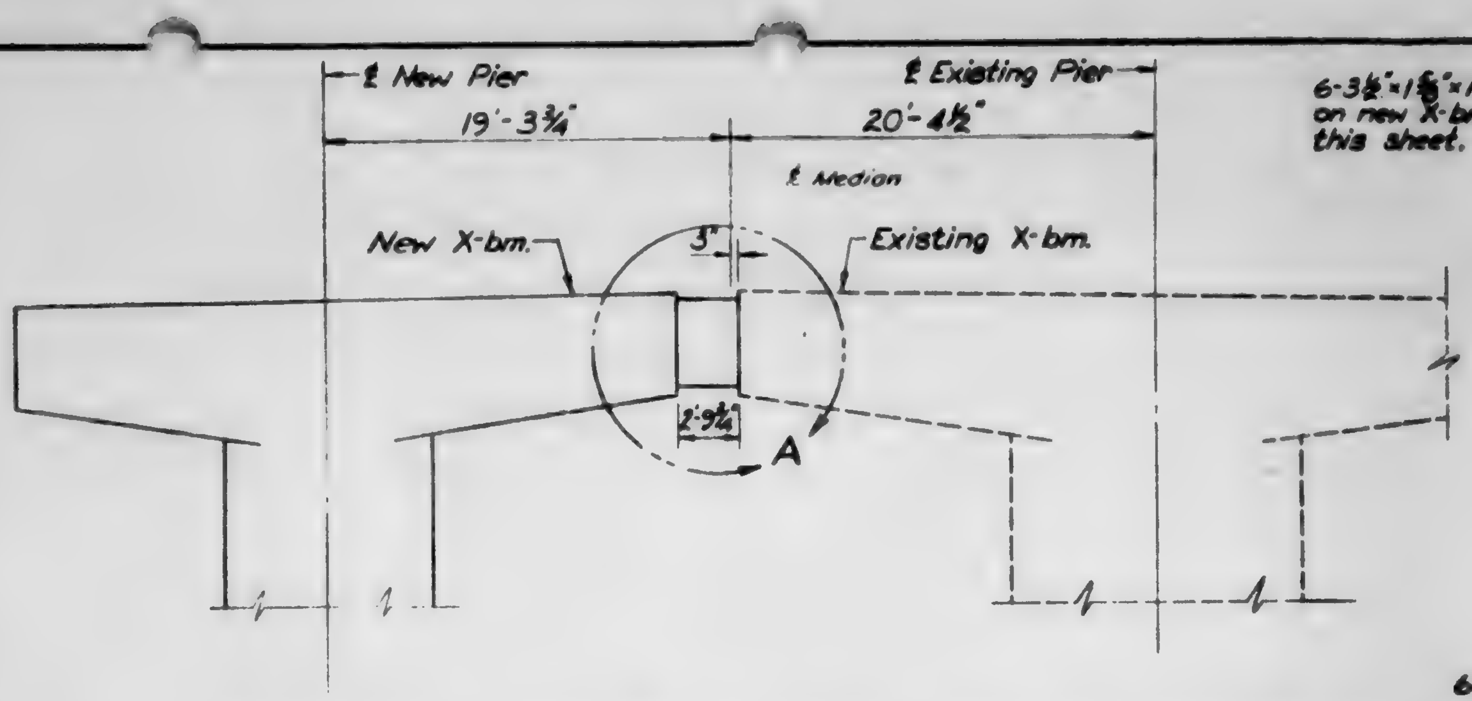
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

SNAKE RIVER BRIDGE

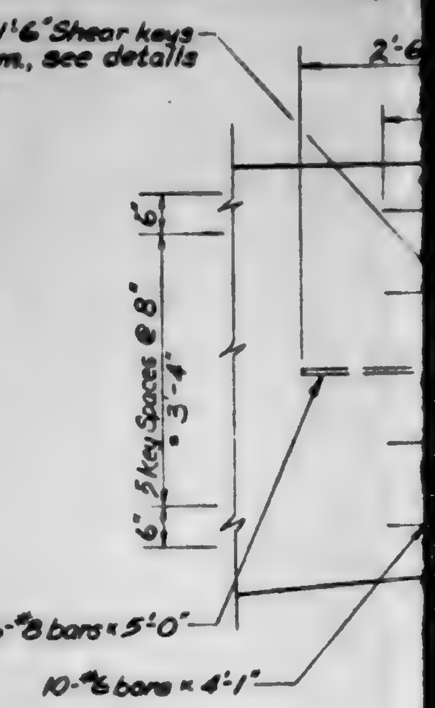
PIERS 4, 5, 6 & 7 DETAILS

DATE April 14, 1976
BRIDGE NO. 1000 B
SHEET 9 OF 24
DRAWING NO. 31293

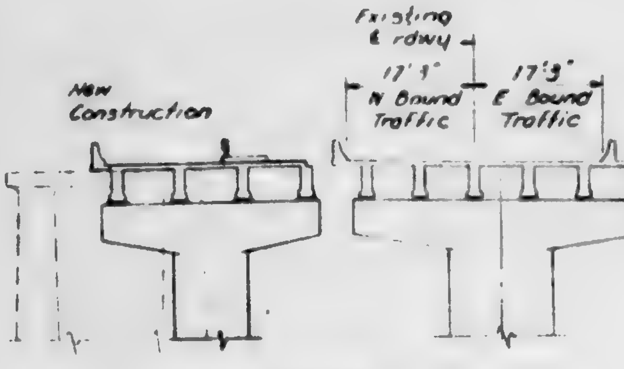

℄ New Pier
19'-3¾"
℄ Existing Pier
20'-4½"
℄ Median
New X-bm.
3"
Existing X-bm.
2'-9¾"
A

X-BM. CLOSURE POUR DETAILS @ PIER 1 (PIERS 2 THRU 8 SIMILAR)

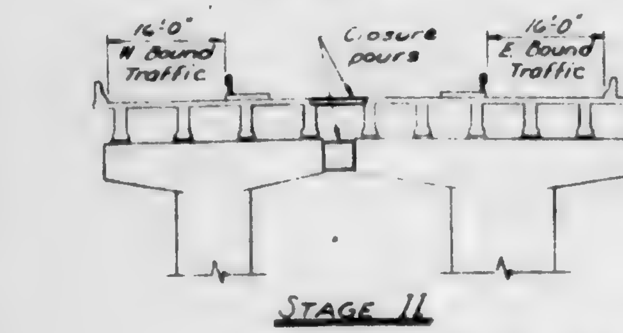
Scale: 3/16" = 1'-0"


6-3½"×1⅝"×1'6" Shear keys on new X-bm., see details this sheet.
2'-6
6"
5 key Spaces @ 8" = 3'-4"
6"
6-#8 bars × 5'-0"
10-#6 bars × 4'-1"

DETAI


Existing ℄ rdwy
17'9"
17'3"
N Bound Traffic
E Bound Traffic
New Construction

STAGE I


16'-0"
N Bound Traffic
Closure pours
16'-0"
E Bound Traffic

STAGE II

STAGED CONSTRUCTION DETAILS

No Scale

STAGED CONSTRUCTION NOTES

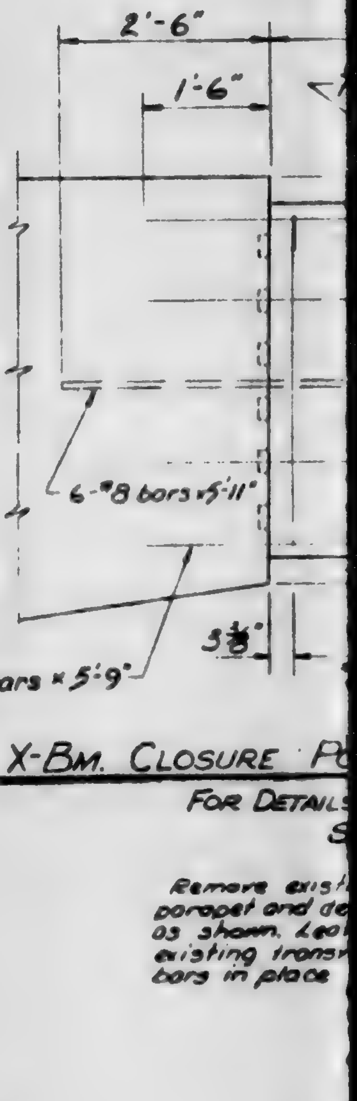
Stage I

1. West bound traffic to be routed to existing East bound structure. East bound structure to carry one lane East bound traffic and one lane West bound traffic.
2. Remove existing West bound bridge and substructure. See dwg. no. 31290 for removal of existing piers.
3. Drive piling and construct new substructure and superstructure for widening of existing East bound structure to closure pour, including parapet rail and temporary guard rail.

Stage II

1. Transfer West bound lane of traffic to new structure.
2. Install temporary guard rail on East bound structure.
3. Remove existing structure parapet rail and deck slab. See detail 'B'.
4. Make closure pours as outlined in Pour Schedule.
5. After concrete has acquired design strength, remove temporary barriers and open structure to four lane traffic.

Note: Temporary guard rails shown are 'Continuous Rail Traffic Barrier' per dwg no. 2126.

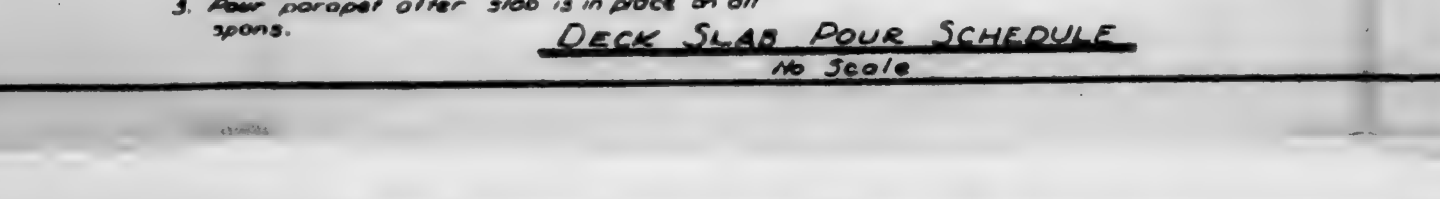

2'-6"
1'-6"
6-#8 bars × 5'-11"
10-#6 bars × 5'-9"
5⅜"

X-BM. CLOSURE PO

FOR DETAILS

S

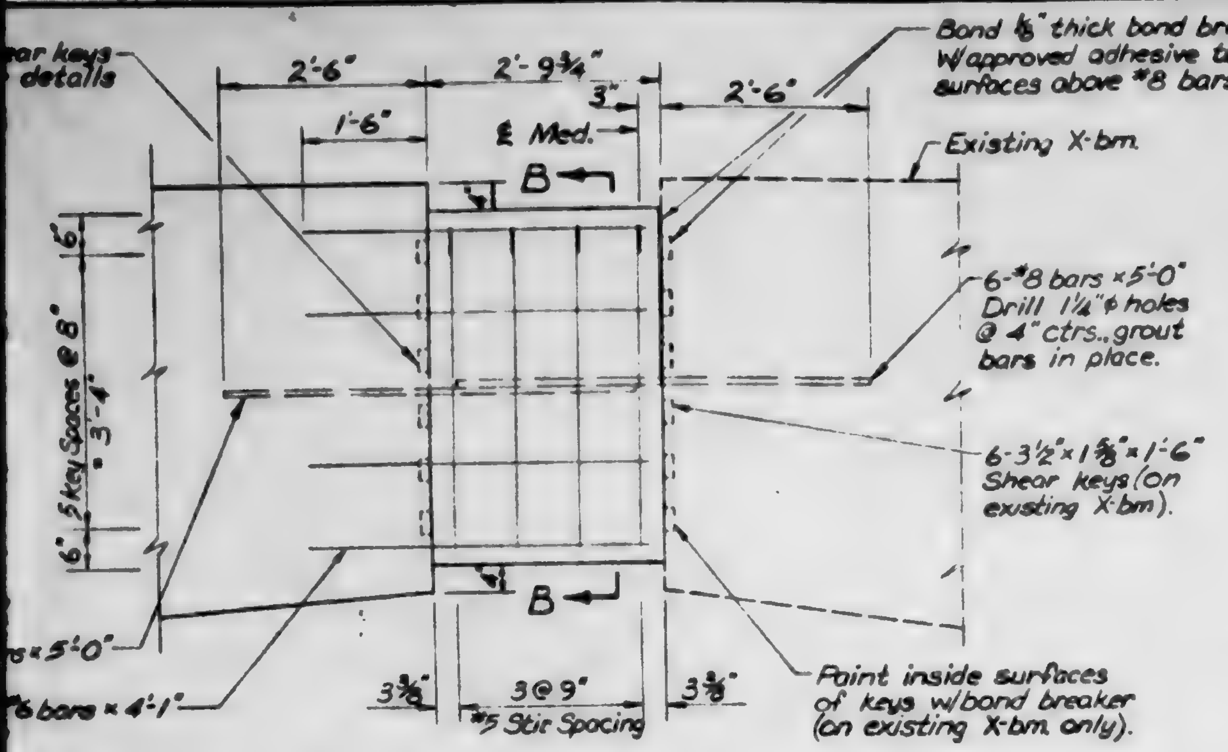
Remove existi
parapet and de
as shown. Lea
existing transv
bars in place


Construction joint at ℄ of first diaphragm beam each side of pier (typical)
①
②
①
②
①
②
①
①
②
①
②
①
Pier 1
Pier 2
Pier 3
Pier 4
Pier 5
Pier 6
Pier 7
Pier 8

1. Pour deck slab to closure pour joint in sequence shown. Complete pours 1 before starting pours 2. Make pours 2 in direction indicated.
2. Make pours between ends of continuous beams following sequence shown on dwg. no. 31296.
3. Pour parapet after slab is in place on all spans.
4. Closure pours to follow the sequence shown. Pier cross beam closure pour to be made after slab closure pour 1 and prior to slab closure pour 2.
5. See dwg. no. 31296 for transverse closure pour at Joints, (Piers 1, 5 & 8)

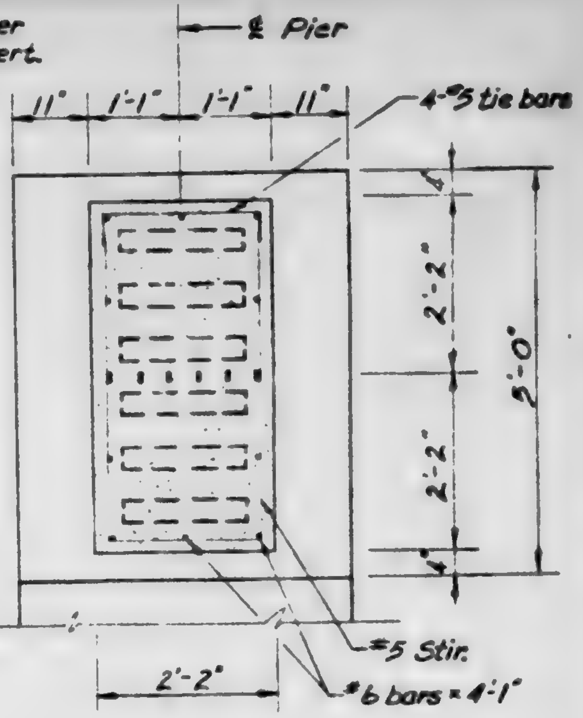
DECK SLAB POUR SCHEDULE

No Scale


ear keys
details
2'-6"
2'-9¾"
3"
2'-6"
1'-6"
℄ Med.
B
B
Bond ⅛" thick bond breaker W/approved adhesive to vert. surfaces above #8 bars
Existing X-bm.
6-#8 bars × 5'-0" Drill 1¼"ϕ holes @ 4" ctrs., grout bars in place.
6-3½" × 1⅝" × 1'-6" Shear keys (on existing X-bm).
6" 5 Key Spaces @ 8" = 3'-4"
6"
6"
rs × 5'-0"
#6 bars × 4'-1"
3⅜"
3 @ 9"
3⅜"
#5 Stir Spacing
Paint inside surfaces of keys w/bond breaker (on existing X-bm. only).

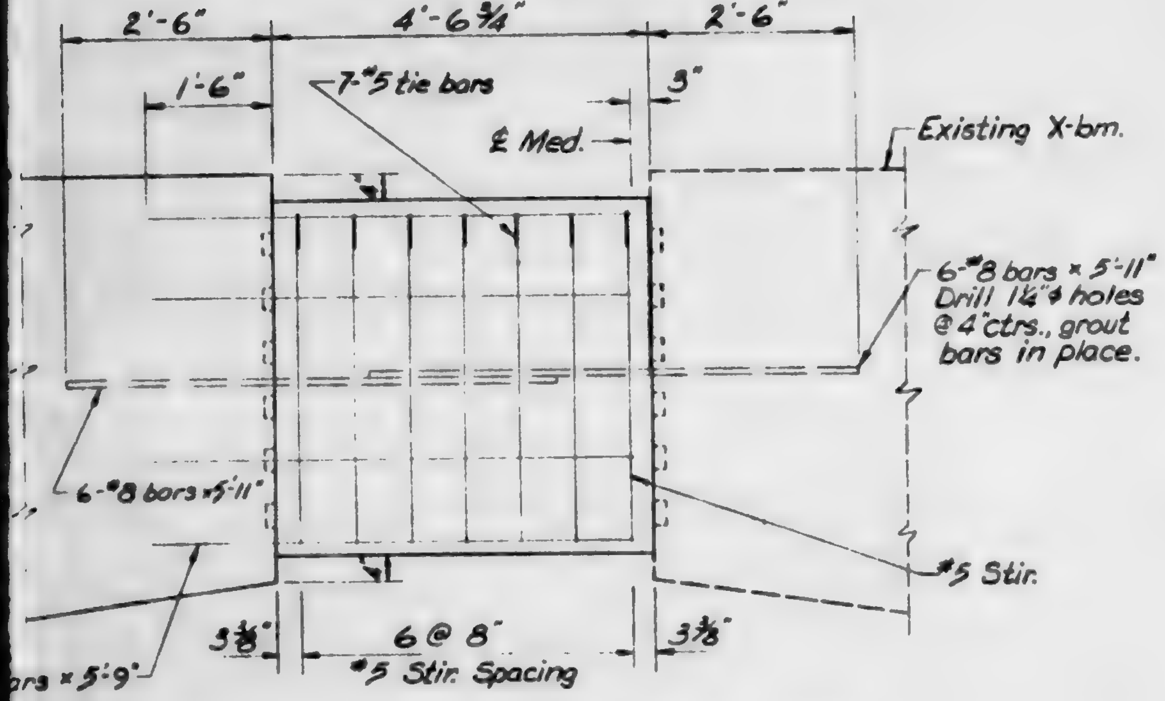
DETAIL "A" (PIER 1)

Scale: ¾" = 1'-0"


℄ Pier
11"
1'-1"
1'-1"
11"
4-#5 tie bars
4"
2'-2"
5'-0"
2'-2"
4"
#5 Stir.
2'-2"
#6 bars × 4'-1"

SECTION B~B

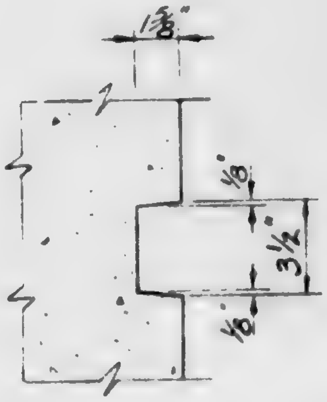
Scale: ¾" = 1'-0"


2'-6"
4'-6¾"
2'-6"
1'-6"
7-#5 tie bars
3"
℄ Med.
Existing X-bm.
6-#8 bars × 5'-11" Drill 1¼"ϕ holes @ 4" ctrs., grout bars in place.
6-#8 bars × 5'-11"
#5 Stir.
3⅜"
6 @ 8"
3⅜"
#5 Stir. Spacing
ars × 5'-9"

X-BM. CLOSURE POUR DETAILS @ PIER 2 THRU 8

FOR DETAILS NOT SHOWN SEE DETAIL "A"

Scale: ¾" = 1'-0"

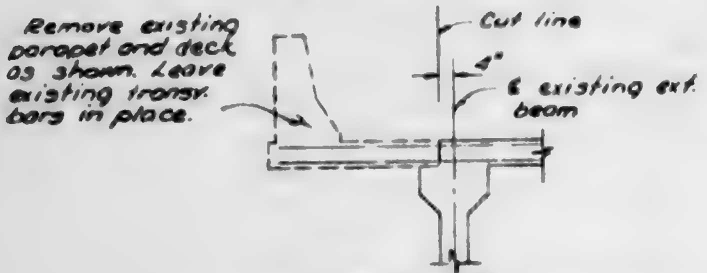


SHEAR KEY DETAILS

FOR NEW X-BM. ONLY

Scale: 1½" = 1'-0"

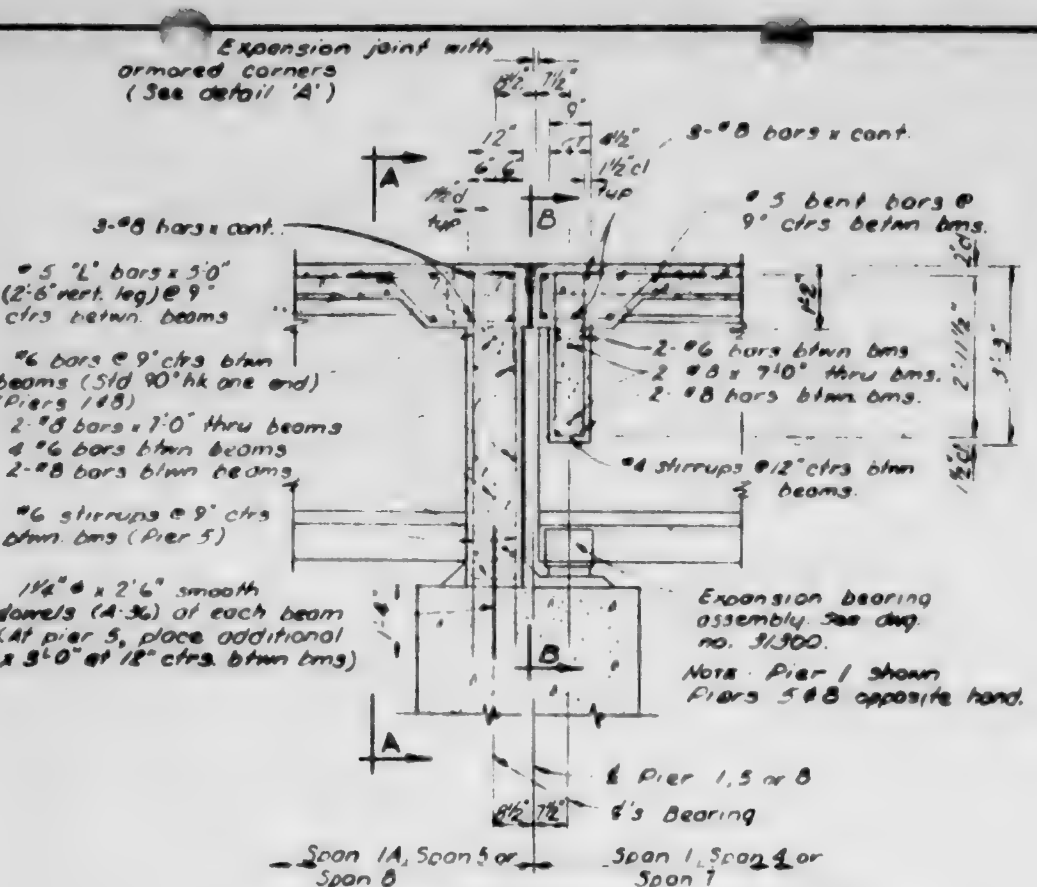
ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION


Remove existing parapet and deck as shown. Leave existing transv. bars in place.
Cut line
4"
℄ existing ext. beam

DETAIL "B"
EXISTING PARAPET REMOVAL

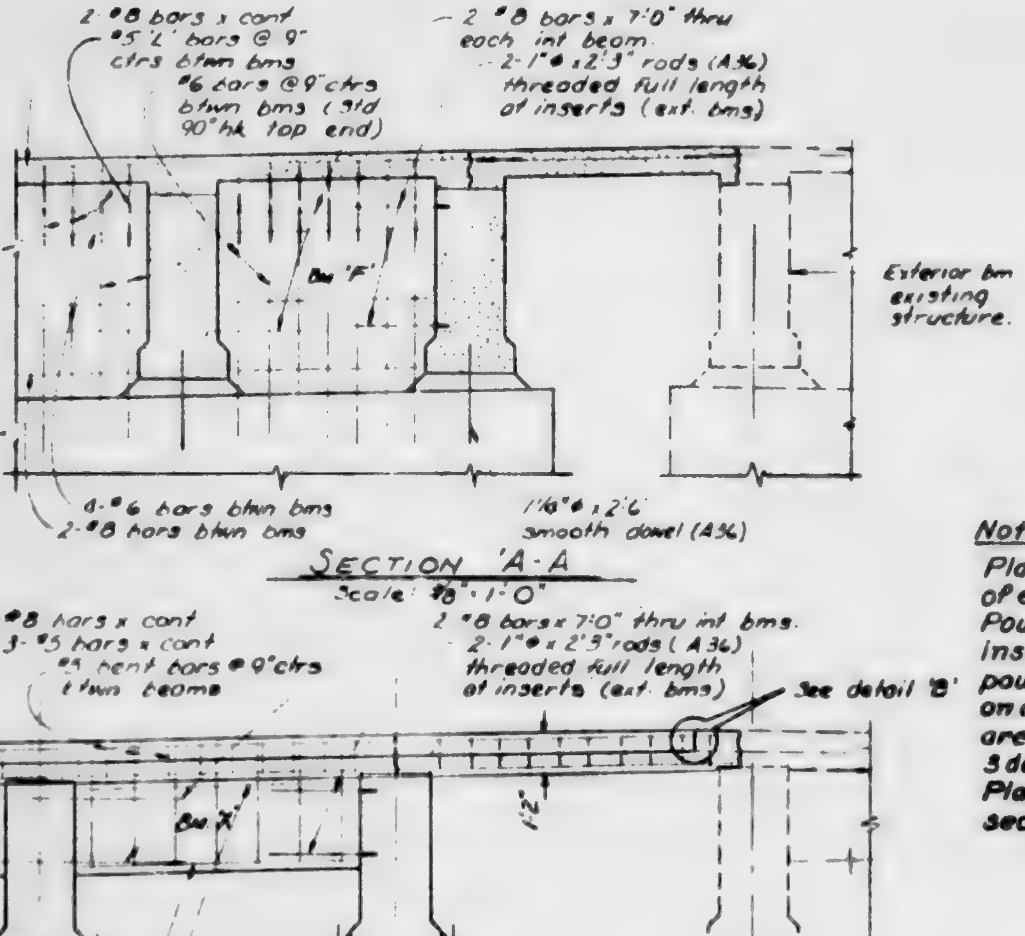
No Scale

APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	
DESIGNED Jack Allaway DRAWN Phil Amaya CHECKED REVIEWED REVIEWED CALC. BOOK 1589	SNAKE RIVER BRIDGE
DATE / REVISION	CROSSBEAM CLOSURE POUR DETAILS
	DATE April 14, 1976 BRIDGE NO. 1000 B
	SHEET 11 OF 24 DRAWING NO. 31295


Expansion joint with armored corners (See detail 'A')
1½" 7½"
9"
12"
6"cl
4½"
1½"cl typ
3-#8 bars x cont.
A
B
#5 bent bars @ 9" ctrs betwn bms.
3-#8 bars x cont.
#5 "L" bars x 5'0" (2'6" vert. leg) @ 9" ctrs betwn. beams
#6 bars @ 9" ctrs btwn beams (Std 90° hk one end) (Piers 1 & 8)
2-#8 bars x 7'0" thru beams
4-#6 bars btwn beams
2-#8 bars btwn beams
2-#6 bars btwn bms
2-#8 x 7'0" thru bms.
2-#8 bars btwn bms.
#4 stirrups @12" ctrs btwn beams.
#6 stirrups @ 9" ctrs btwn. bms (Pier 5)
1½"φ x 2'6" smooth dowels (A-36) at each beam (At pier 5, place additional #6 x 3'0" at 12" ctrs. btwn bms)
Expansion bearing assembly. See dwg. no. 31300.
Note: Pier 1 shown Piers 5 & 8 opposite hand.
2'-0"
1'2"
2'-11½"
3'-3"
1'-0"
℄ Pier 1, 5 or 8
℄'s Bearing
8½" 7½"
Span 1A, Span 5 or Span 8
Span 1, Span 4 or Span 7

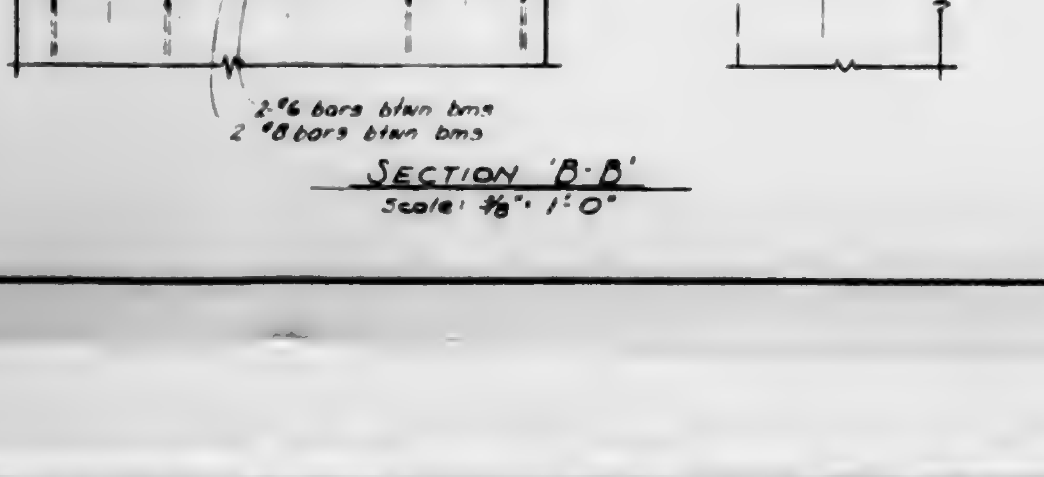
TYPICAL SECTION PIERS 1,5 & 8

Scale: ½" = 1'-0"


2-#8 bars x cont
#5 'L' bars @ 9" ctrs btwn bms
#6 bars @ 9" ctrs btwn bms (Std 90° hk top end)
2-#8 bars x 7'-0" thru each int beam.
2-1"φ x 2'3" rods (A36) threaded full length at inserts (ext. bms)
Bm 'F'
Exterior bm existing structure.
4-#6 bars btwn bms
2-#8 bars btwn bms
1⅛"φ x 2'6" smooth dowel (A36)

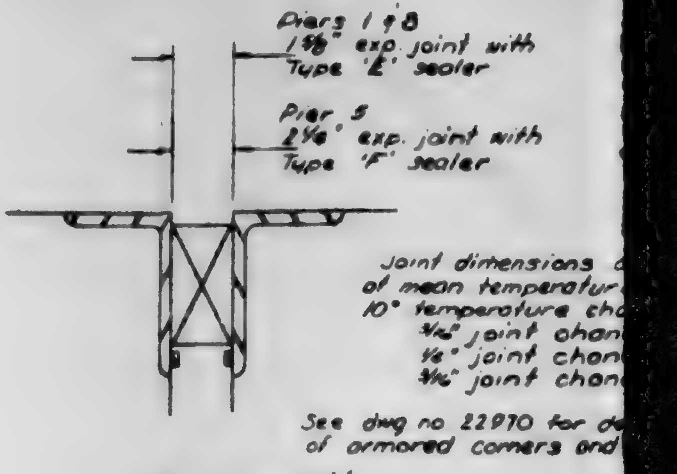
SECTION 'A-A'

Scale: ⅛" = 1'-0"


3-#8 bars x cont
3-#5 bars x cont
#5 bent bars @ 9" ctrs btwn beams
2-#8 bars x 7'0" thru int bms.
2-1"φ x 2'3" rods (A36) threaded full length at inserts (ext. bms)
See detail 'B'
1'2"
Bm 'X'
2-#6 bars btwn bms
2-#8 bars btwn bms

SECTION 'B-B'

Scale: ⅛" = 1'-0"


Piers 1 & 8
1⅜" exp. joint with Type 'E' sealer
Pier 5
2⅛" exp. joint with Type 'F' sealer

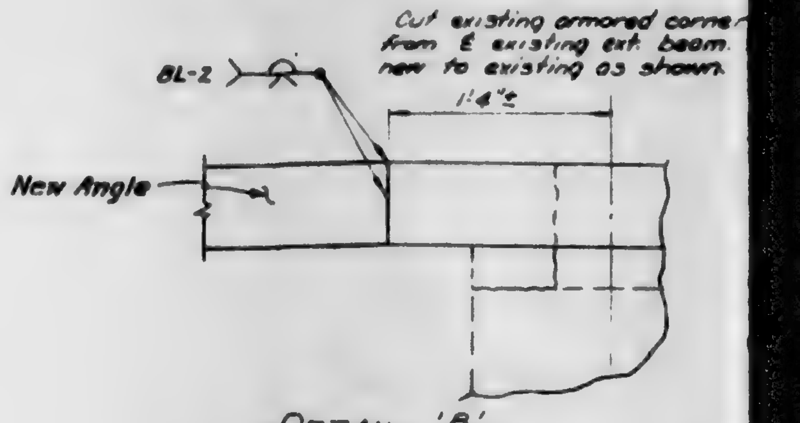
Joint dimensions
of mean temperatur
10° temperature cha
¹⁄₁₆" joint chan
⅛" joint chan
³⁄₁₆" joint chan

See dwg no 22970 for d
of armored corners and

DETAIL 'A'

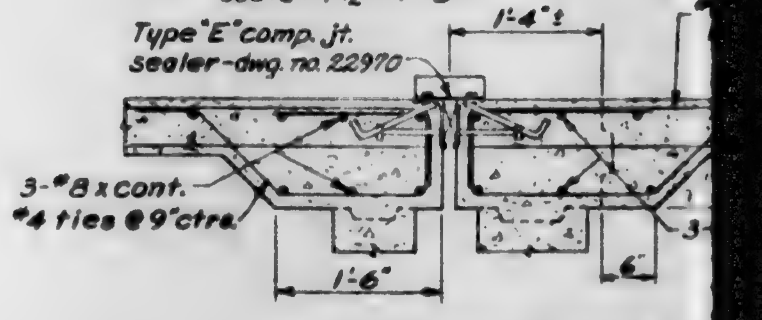
Scale: 3" = 1'-0"

Cut existing armored corner
from ℄ existing ext. beam.
new to existing as shown.


BL-2
1'-4"±
New Angle

DETAIL 'B'

Scale: 1½" = 1'-0"


Type "E" comp. jt. sealer - dwg. no. 22970
1'-4"±
3-#8 x cont.
#4 ties @ 9" ctrs.
1'-6"
6"
3-

ARMORED CORNER
EXPANSION JOINT DETAIL

Note:

Place armored corner on one side of exp. jt. at same time deck is formed; Pour the deck on first side. Delay installation of armored corner and pour of 1'-4"± x 1'-2" section of deck on other side of joint until both sides are under full dead load and at least 3 day shrinkage has taken place. Place extra reinforcing in deck end sections as shown in details above.

CONSTRUCTION SEQ

1. Pour diaphrag

2. After a minimum
a 6" dia. hole
beams. (Deck
60 days have
prestressed b

3. Pour 8" plug
within 1" of b
concrete. Let
and pour rem
All forms for
removed before
Do not pour plu
completion of

Piers 1 & 8
1⅜" exp. joint with
Type 'E' sealer

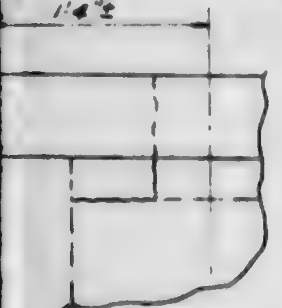
Pier 5
2⅜" exp. joint with
Type 'F' sealer

Joint dimensions are
at mean temperature of 47° F.
10° temperature change yields:
1/16" joint change (Pier 1)
1/16" joint change (Pier 5)
1/16" joint change (Pier 8)

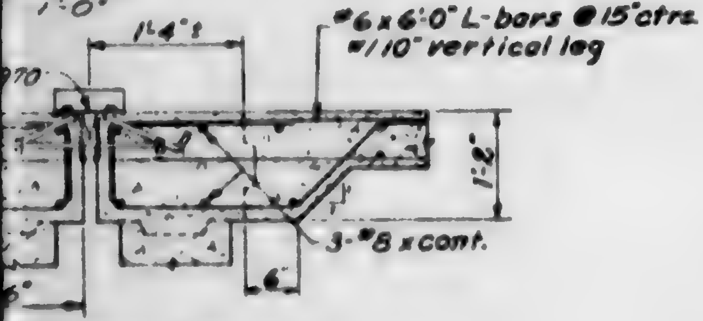
See dwg no 22970 for details
of armored corners and sealers.

'A'
1'-0"

Cut existing armored corner 1'-0"±
om ℄ existing ext. beam. Weld
w to existing as shown.



'B'
1'-0"


#6 x 6'-0" L-bars @ 15" ctrs.
w/ 10" vertical leg
1'-4"±
970
1'-2"
3-#8 x cont.
6"
6"

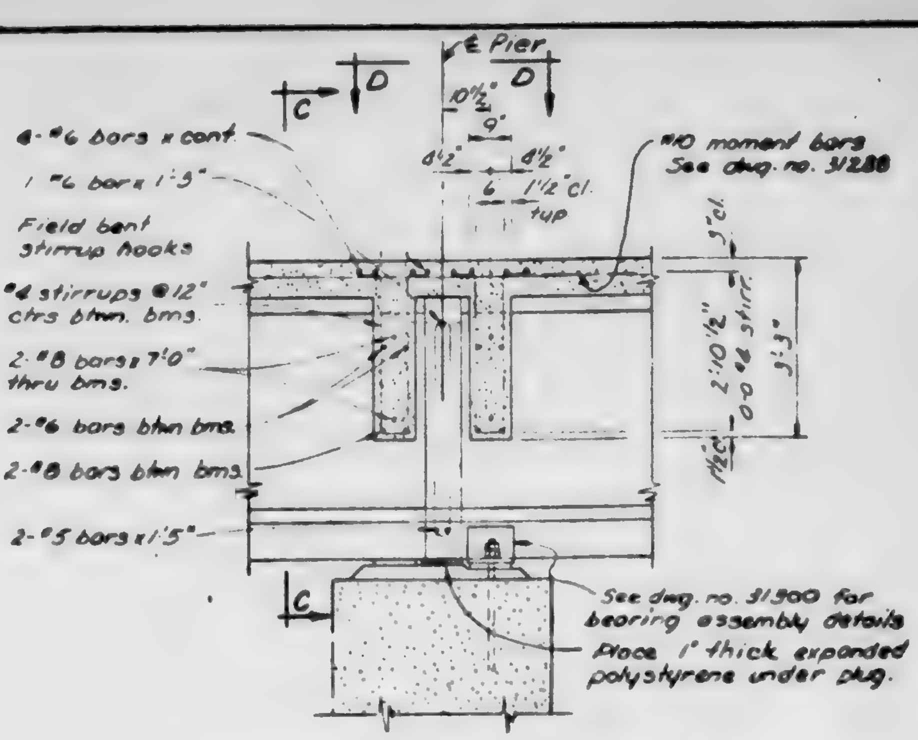
ARMORED CORNER
PANSION JOINT DETAILS

CONSTRUCTION SEQUENCE:

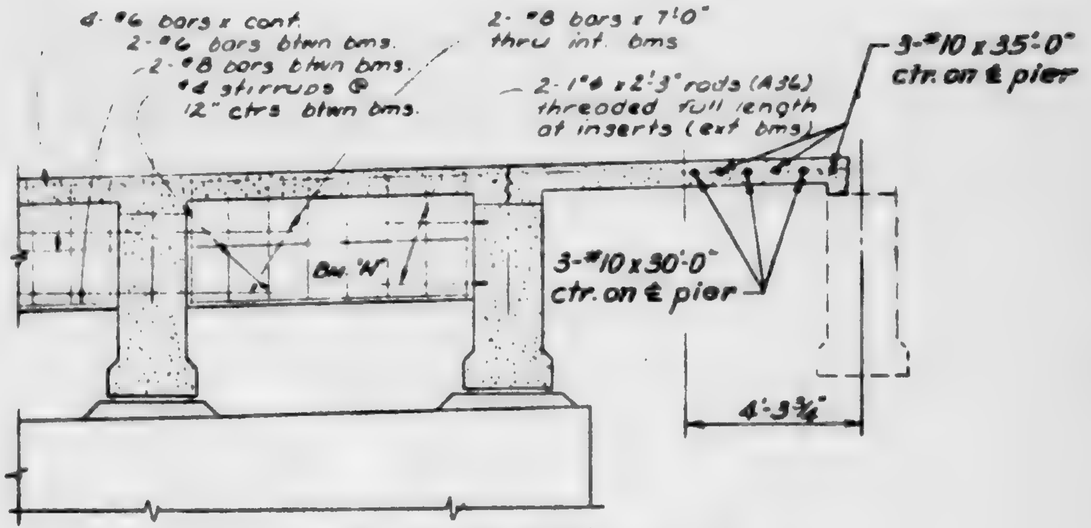
rmed; 1. Pour diaphragms and X-beams

2. After a minimum of 3 days delay, pour deck, leaving a 6" dia hole thru deck between ends of prestressed beams. (Deck shall not be poured until at least 60 days have elapsed after transfer of stress in prestressed beams.) See Pour Schedule, dwg. no. 31295

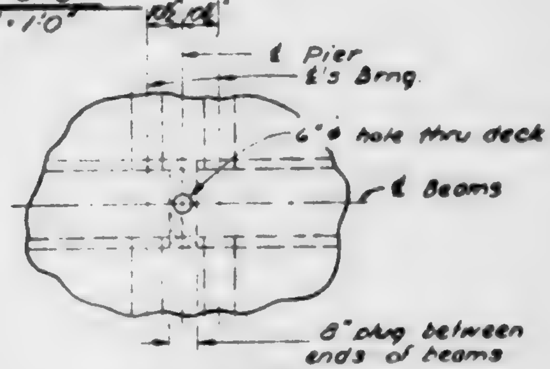
3. Pour 8" plug between ends of prestressed beams to within 1" of bottom of deck with Class 3,000-1" concrete. Let concrete take initial set. Revibrate and pour remainder.
All forms for deck and diaphragm beams shall be removed before these plugs are poured.
Do not pour plugs until at least 2 weeks after completion of Step 2.


℄ Pier
C
D
D
C
10½"
9"
4½"
4½"
6
1½" cl. typ
4-#6 bars x cont.
1 #6 bars x 1'-3"
Field bent stirrup hooks
#4 stirrups @ 12" ctrs btwn. bms.
2-#8 bars x 7'-0" thru bms.
2-#6 bars btwn bms.
2-#8 bars btwn bms.
2-#5 bars x 1'-5"
#10 moment bars See dwg. no. 31288
3" cl.
2'-10½" o-o #4 stirr.
3'-3"
1½" cl.
See dwg. no. 31300 for bearing assembly details
Place 1" thick expanded polystyrene under plug.

TYPICAL SECTION - PIERS 2,3,4,6,7
Scale: ½" = 1'-0"


4-#6 bars x cont.
2-#6 bars btwn bms.
2-#8 bars btwn bms.
#4 stirrups @ 12" ctrs btwn bms.
2-#8 bars x 7'-0" thru int. bms
2-1"φ x 2'-3" rods (A36) threaded full length at inserts (ext bms)
3-#10 x 35'-0" ctr. on ℄ pier
3-#10 x 30'-0" ctr. on ℄ pier
Bm. 'W'
4'-3¾"

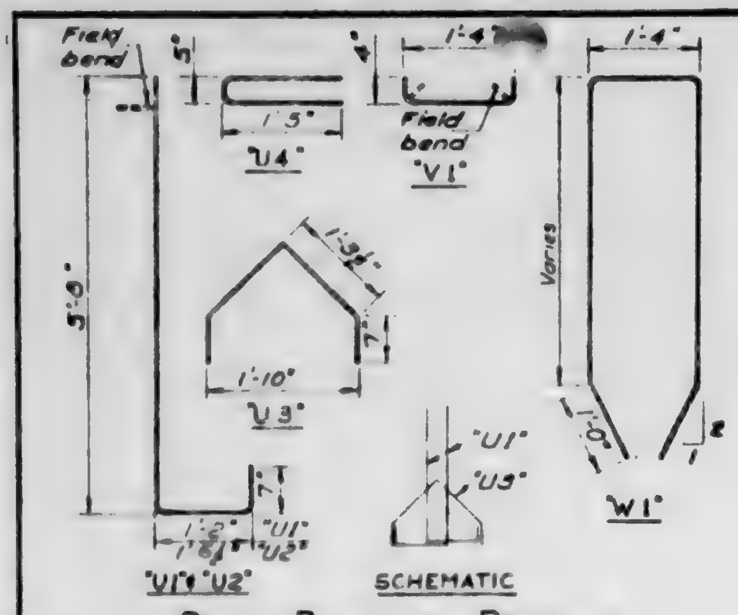
SECTION 'C-C'
Scale: ⅜" = 1'-0"


10½" 10½"
℄ Pier
℄'s Brng.
6"φ hole thru deck
℄ Beams
8" plug between ends of beams

VIEW 'D-D'
Scale: ⅜" = 1'-0"

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

APPROVED: BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED J. A. DRAWN CHECKED REVIEWED REVIEWED CALC. BOOK 1589	SNAKE RIVER BRIDGE
DATE / REVISION	PIER SUPERSTRUCTURE DETAILS
DATE April, 14 1976 BRIDGE NO. 1000 B	SHEET 12 OF 24 DRAWING NO. 31296

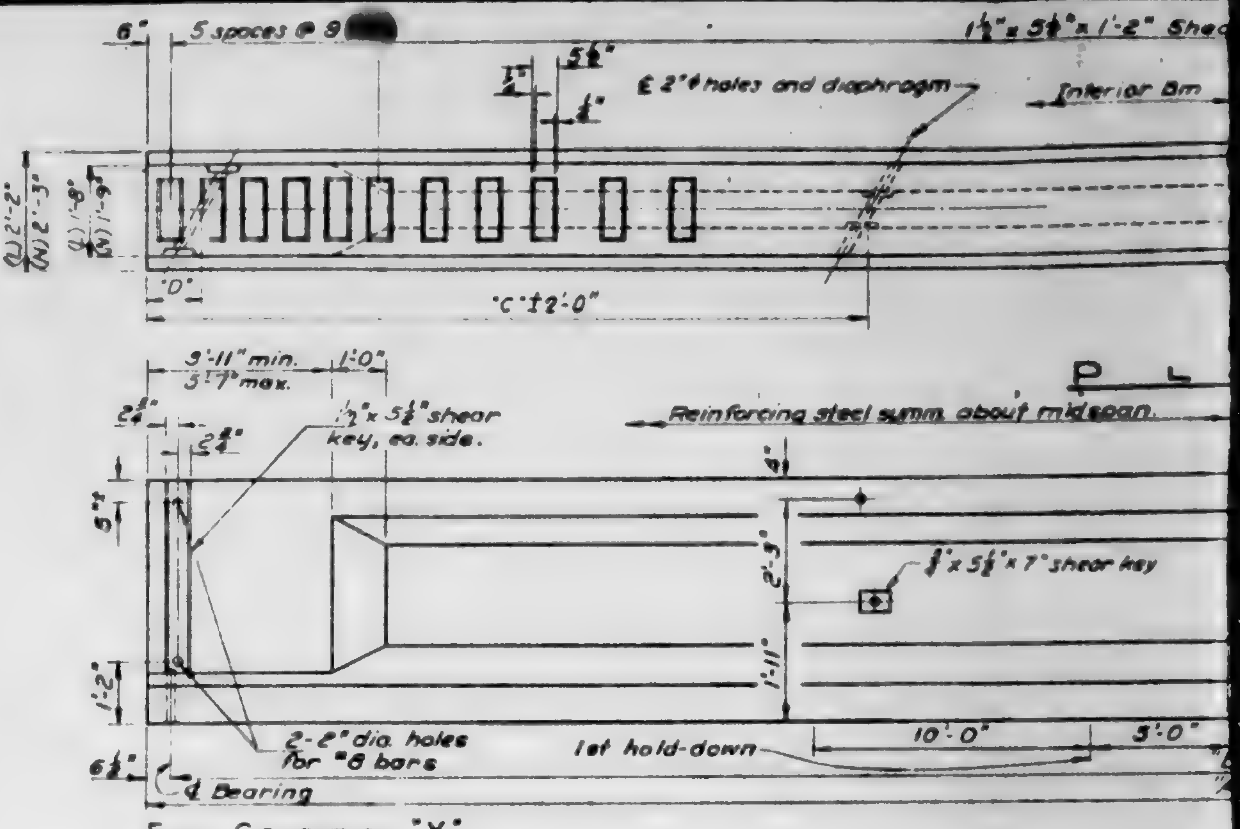


Field bend
1'-4"
1'-5"
"U4"
Field bend
"V1"
1'-4"
Varies
5'-0"
1'-3½"
7"
1'-10"
"U3"
"U1"
"U3"
"W1"
1'-2"
1'-6½"
"U1"
"U2"
"U1" "U2"
SCHEMATIC

BAR BENDING DETAILS

NOTE:
Location of ties and hoops in end block may be varied slightly to accomodate prestress strands.

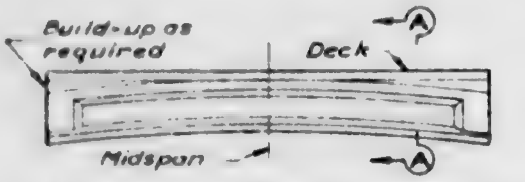
X-beams are to be poured a minimum of 3 days before deck pour.



6"
5 spaces @ 9
1½" x 5½" x 1'-2" Shea
5½"
€ 2"ϕ holes and diaphragm
Interior Bm
(L) 2'-2"
(N) 2'-3"
(L) 1'-8"
(N) 1'-9"
"D"
"C" ± 2'-0"
3'-11" min.
5'-7" max.
1'-0"
2¼"
½" x 5½" shear key, ea. side.
2¼"
P L
Reinforcing steel symm. about midspan.
3'-4"
2'-3"
⅜" x 5½" x 7" shear key
1'-2"
1'-11"
2-2" dia. holes for #8 bars
1st hold-down
10'-0"
5'-0"
6½"
℄ Bearing

END CONDITION "X"

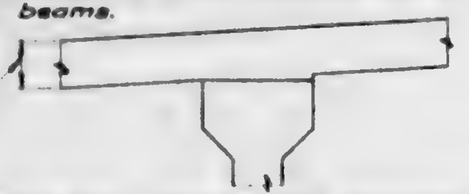
E L E V A



Build-up as required
Deck
A
Midspan
A

BUILD-UP DECK DETAILS

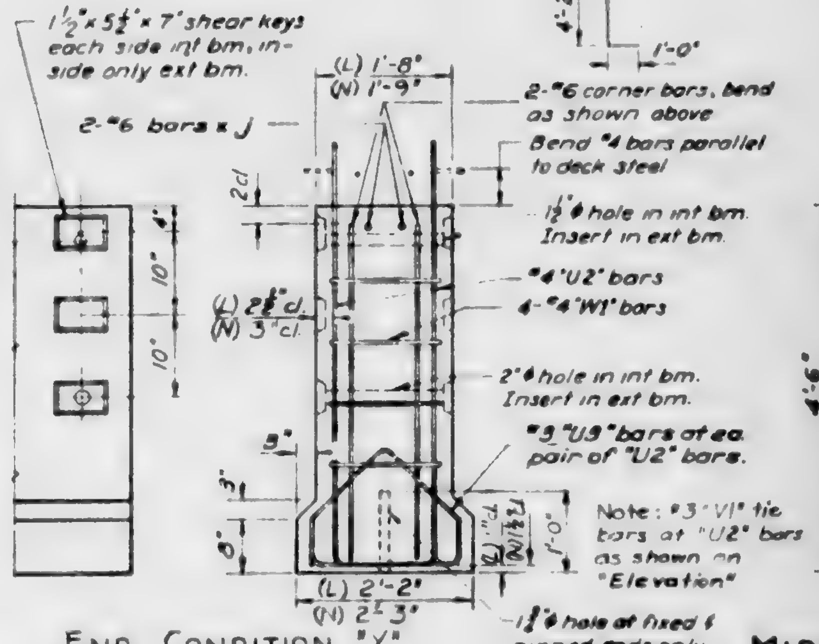
Beam soffits shall be on level grade prior to prestressing. Difference between deck elev and camber in beams shall be compensated for by build-up over beams.



Minimum deck thickness. This dimension assumes that the beam fabrication and erection will meet the required deck elevs. In case of variations, lower beam to meet corrected elevs.

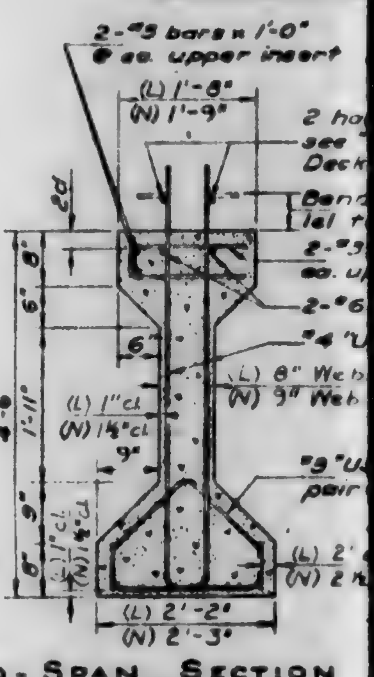
SECTION "A-A"

NOTE:
Steel for End Condition "X" is the same The shear keys differ



1½" x 5½" x 7" shear keys each side int bm, inside only ext bm.
2-#6 bars x j
5½
10"
10"
4'-2"
1'-0"
(L) 1'-8"
(N) 1'-9"
2-#6 corner bars, bend as shown above
Bend #4 bars parallel to deck steel
2d
1½"ϕ hole in int bm. Insert in ext bm.
#4 "U2" bars
4-#4 "W1" bars
(L) 2½" cl.
(N) 3" cl.
2"ϕ hole in int bm. Insert in ext bm.
#3 "U3" bars at ea. pair of "U2" bars.
Note: #3 "V1" tie bars at "U2" bars as shown on "Elevation"
1'-0"
(L) 2'-2"
(N) 2'-3"
1⅜"ϕ hole at fixed & pinned ends only

END CONDITION "Y"



2-#5 bars x 1'-0" @ ea. upper insert
(L) 1'-8"
(N) 1'-9"
2d
6"
4'-6"
1'-11"
(L) 1" cl.
(N) 1½" cl.
(L) 8" Web
(N) 9" Web
9"
(L) 2'-2"
(N) 2'-3"

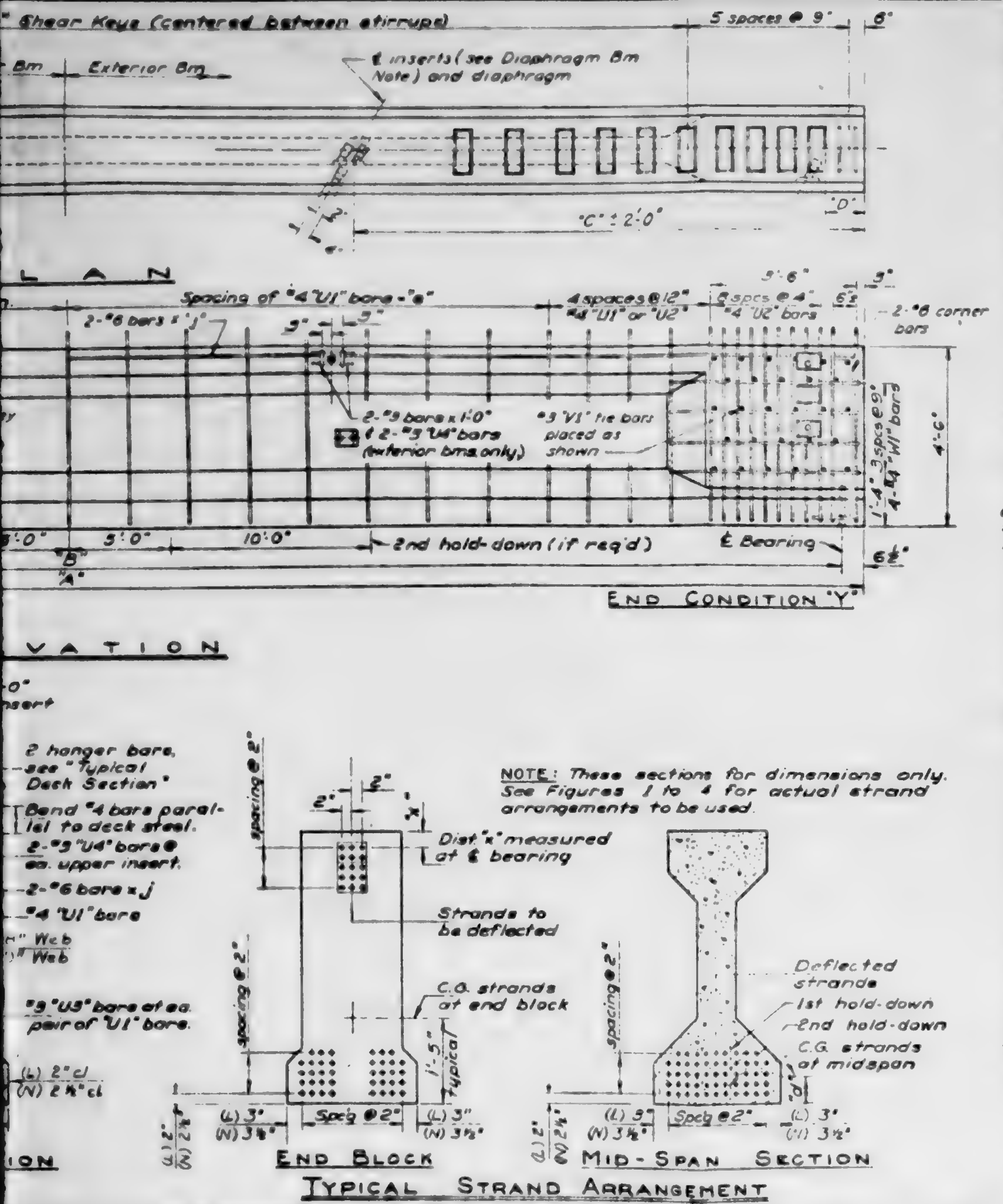
MID-SPAN SECTION

TYPICAL MILD STEEL ARRANGEMENT

★ (N) dimensions to be used in coastal areas and any other area where beams will be exposed to a corrosive atmosphere. (L) dimensions to be used everywhere else.

NOTE: Dimensions shown in table are horizontal dimensions. Finished length of beam, ℄ bearing to ℄ bearing (dimension "B") shall be corrected for variation due to grade. Allowance shall be made by fabricator for elastic shortening, creep and shrinkage (dimension "Z")

BEAMS	NUMBER OF BEAMS REQD.	LOCATION	★ DIMENSIONS (N or L)	SPAN LENGTH CENTER TO CENTER BENTS ALONG ℄ BEAM	TOTAL STRANDS PER BEAM	SEE FIGURE	BEAM END	END CONDITION	INITIAL TENSION PER STRAND IN KIPS	CONCRETE STRENGTH AT TRANSFER (K.S.I.)	CONCRETE STRENGTH IN 28 DAYS (K.S.I.)	VARIABLE	
												"A"	"B"
A1-A	1	SPAN A1	L	100'-2⅝"	49	2	BK	X	28.91	6.0	6.0	100'-7⅛"	99'-6⅛"
							AHD						
A1-B	1			100'-4⅝"			BK					100'-9⅛"	99'-8⅛"
							AHD						
A1-C	1			100'-6 9/16"			BK					100'-11 1/16"	99'-10 1/16"
							AHD						
A1-D	1			100'-8½"			BK					101'-1"	100'-0"
							AHD						
A1-E	1	SPAN A1		100'-10½"	49	2	BK					101'-3"	100'-2"
							AHD						
8-A	4	SPAN 8	L	76'-0"	36	1	BK		28.91	6.0	6.0	76'-4½"	75'-3½"
							AHD	X					


" Shear Keys (Centered between stirrups)
5 spaces @ 9"
6"
Bm
Exterior Bm
℄ inserts (see Diaphragm Bm Note) and diaphragm
"D"
"C" ± 2'-0"
LAN
Spacing of "4"U1" bars - "e"
4 spaces @ 12" "4"U1" or "U2"
6 spcs @ 4" "4"U2" bars
3'-6"
3"
6½"
2-"6 corner bars
2-"6 bars x "J"
3"
3"
2-"3 bars x 1'-0"
& 2-"3"U4" bars (exterior bms only)
"3"V1" tie bars placed as shown
1'-4"
3 spcs @ 9"
4-"4"W1" bars
4'-6"
3'-0"
5'-0"
10'-0"
2nd hold-down (if req'd)
℄ Bearing
6½"
"B"
"A"
END CONDITION "Y"
VATION
-0"
nsert
2 hanger bars, see "Typical Deck Section"
Bend "4 bars parallel to deck steel.
2-"3"U4" bars @ ea. upper insert.
2-"6 bars x j
"4"U1" bars
" Web
" Web
"3"U3" bars at ea. pair of "U1" bars.
(L) 2" cl
(N) 2½" cl
ION
NOTE: These sections for dimensions only. See Figures 1 to 4 for actual strand arrangements to be used.
2"
2"
"x"
spacing @ 2"
Dist. "x" measured at ℄ bearing
Strands to be deflected
spacing @ 2"
C.G. strands at end block
1'-5" typical
(L) 2"
(N) 2½"
(L) 3"
(N) 3½"
Spcg @ 2"
(L) 3"
(N) 3½"
END BLOCK
spacing @ 2"
Deflected strands
1st hold-down
2nd hold-down
C.G. strands at midspan
"d"
(L) 2"
(N) 2½"
(L) 3"
(N) 3½"
Spcg @ 2"
(L) 3"
(N) 3½"
MID-SPAN SECTION
TYPICAL STRAND ARRANGEMENT

GENERAL NOTES:

SPECIFICATIONS

Design for HS 20-44 live loading according to O.S.H.D. Bridge Design and Construction Specifications.

PRECAST PRESTRESSED CONCRETE.

All concrete shall be class 5000-1" to 6000-1" shown in table below as (Concrete strength at 28 days). The concrete strength at prestress release varies and is shown in table below as (Concrete strength at transfer)

PRETENSIONING STEEL

All strands shall be ½" dia. 7-wire strands with a minimum ultimate strength of 41,300 lbs. (ASTM A416 Grade 270). Straight strands shall be tensioned initially to 28,910 lbs. unless shown otherwise in the table below; deflected strands shall have the same tension after deflecting.

MILD STEEL REINFORCEMENT

All reinforcing steel shall be ASTM Spec A615, Grade 40, bars. Reinforcing steel bars #3 thru #7 shall be lapped 24 dia. or a min of 1'-0", bars #8 and #9 shall be lapped 30 dia., bars #10 and #11 shall be lapped 36 dia., at all splices unless noted or shown otherwise. All bars shall be placed 2" clear of the nearest face of concrete unless noted or shown otherwise.

HANDLING PRESTRESSED CONC. BEAMS

The beams shall be maintained in an upright position at all times. They shall be lifted by means of lifting bars securely anchored in the end block as approved by the engineer.

DIAPHRAGM BEAMS

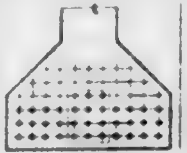
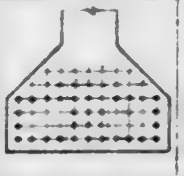
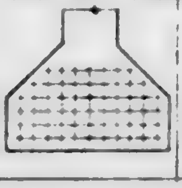
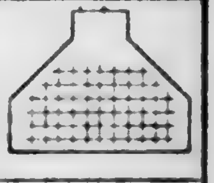
For beams with total length (dim. "A") equal to or less than 60'-0" use one diaphragm at midspan. For beams with a total length greater than 60'-0" and equal to or less than 90'-0" use two diaphragms as shown. For beams with a total length greater than 90'-0" use three diaphragms, one at midspan. See dimension "C" in table below. Place 3 Structural Conc. Inserts: Richmond EC-2 or Dayton Sure-Grip F-56 (or F57) or approved equal, in exterior beams only at each diaphragm. Provide 1" ɸ x 2'-3" rod (A36) threaded full length or 1" ɸ x 2'-3" coil rod (yield & ultimate equal to A36, elongation min 15%) to fit into each insert. Brace prestressed beams to prevent lateral deflection during diaphragm pour.

BEAM END

The designations "BK" and "AHD" refer to back and ahead

ADVANCE PLANS
A 16 5
DO NOT USE FOR [illegible]RUCTION

IABLE DIMENSIONS					WEIGHT OF BEAMS IN KIPS	ESTIMATED DEFLECTION AT MIDSPAN			"Z" BM. SHORTENING TWO WEEKS AFTER TRANSFER
"B"	"C" ± 2'-0"	"D"	"e"	"J"		UPWARD DEFLECT. DUE TO PRESTRESSING AT TRANSFER	DOWNWARD DEFLECT DUE TO DECK DEAD LOAD	UPWARD DEFLECT. DUE TO PRESTRESSING 3 MOS. AFT TRANS	
99'-6⅛"	25'-5"	6½"	15"	99'-7"	84.7	2¼"	1½"	2¾"	⅞"
99'-8⅛"	25'-5½"			99'-9"	84.8				
99'-10⅛"	25'-6"			99'-11"	84.8				
100'-0"	25'-6½"			100'-1"	85.0				
100'-2"	25'-7"			100'-3"	85.0	2¼"	1½"	2¾"	⅞"
75'-3½"	25'-7¾"	6½"	15"	75'-4½"	64.7	1¼"	⅝"	1⅝"	⅝"

FIGURE	1	2	3	4
				
TOTAL STRANDS	36	49		
STR DEFLECTED	12	15		
"d" DISTANCE	4.33"	5.51"		
"x" DISTANCE	8"	6½"		

DATE	REVISION

APPROVED:

BRIDGE ENGINEER

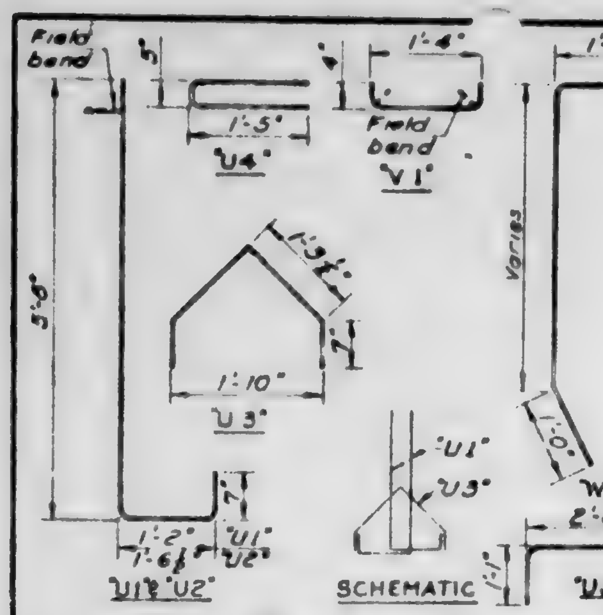
DESIGNED J.A.
DRAWN P.G.A.
CHECKED
CALC. BOOK 1587

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

SNAKE RIVER BRIDGE

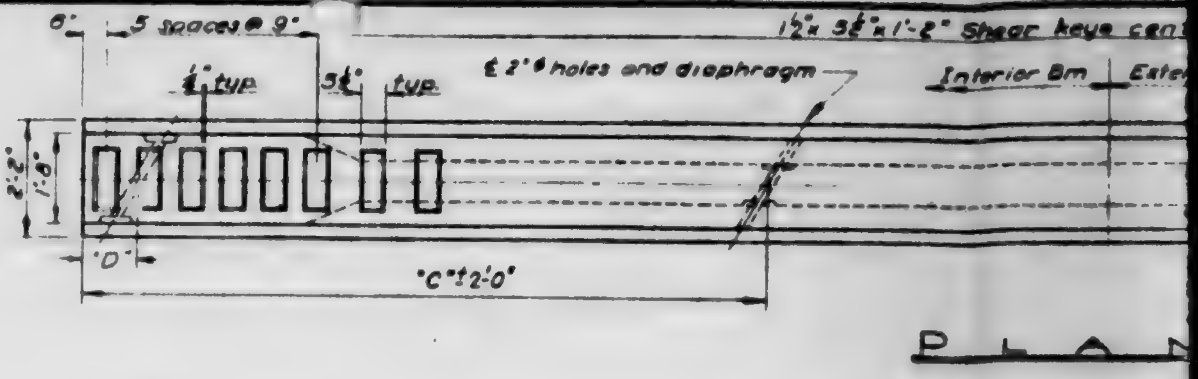
TYPE IV PRESTRESSED CONC. BEAMS

DATE April 14, 1976
SHEET 3 OF 24
BRIDGE NO. 1000 B
DRAWING NO. 31297

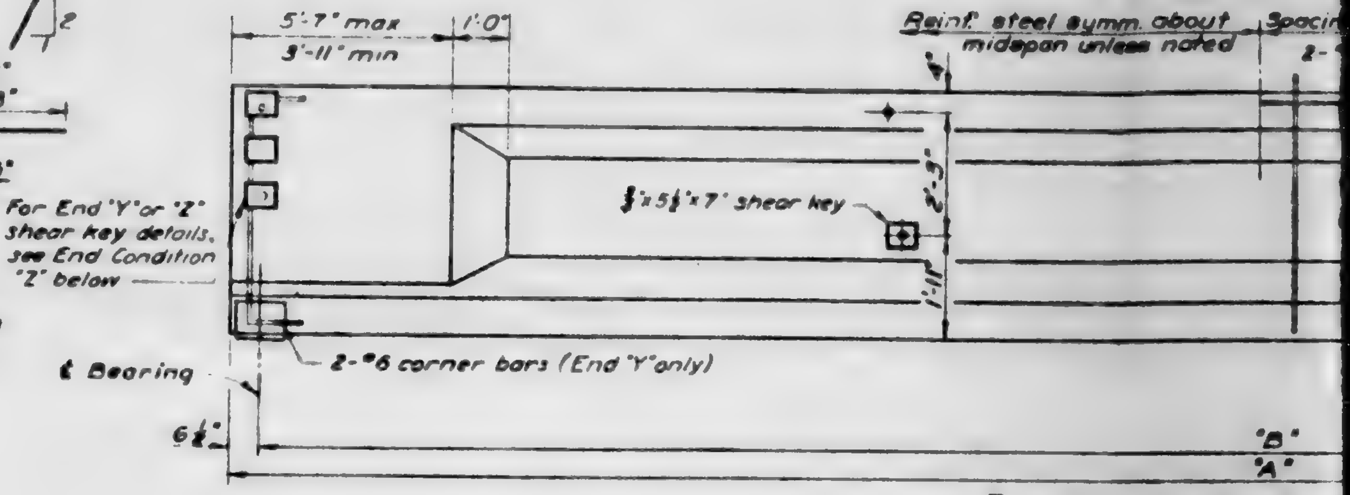

Field bend
1'-4"
3"
1'-5"
"U4"
Field bend
"V1"
1'-4"
Varies
3'-8"
1'-3½"
7"
1'-10"
"U3"
1'-0"
2"
"W1"
2'-8"
"U1"
"U3"
1'-2"
1'-6½"
"U1"
"U2"
"U1" "U2"
SCHEMATIC
1'-1"
"U5"

BAR BENDING DETAILS

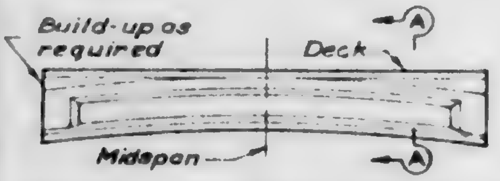
NOTE:
Location of ties and hoops in end block may be varied slightly to accommodate prestress strands.
X-beams are to be poured a minimum of 3 days before deck pour.


6"
5 spaces @ 9"
1½"x 3⅝"x 1'-2" Shear keys cen
¼" typ.
5¼"
typ.
℄ 2" ϕ holes and diaphragm
Interior Bm.
Exte
2'-2"
1'-8"
"D"
"C" ± 2'-0"

P L A

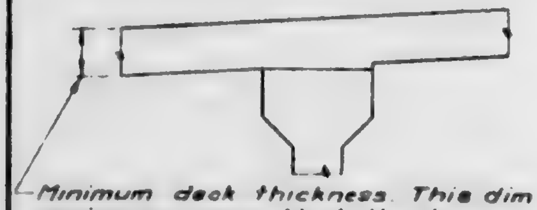

5'-7" max
3'-11" min
1'-0"
Reinf. steel symm. about midspan unless noted
Spacin
2-
For End "Y" or "Z" shear key details, see End Condition "Z" below
⅜"x 5¼"x 7" shear key
2'-9"
1'-11"
℄ Bearing
2-#6 corner bars (End "Y" only)
6½"
"B"
"A"

E L E V A T


Build-up as required
Deck
A
Midspan
A

BUILD-UP DECK DETAILS

Beam soffits shall be on level grade prior to prestressing. Difference between deck elev. and camber in beams shall be compensated for by build-up over beams.

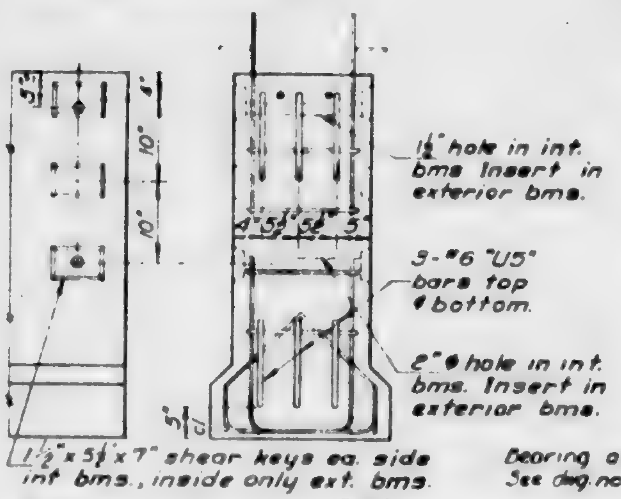


Minimum deck thickness. This dimension assumes that the beam fabrication and erection will meet the required deck elevs. In case of variations, lower beam to meet corrected elevs.

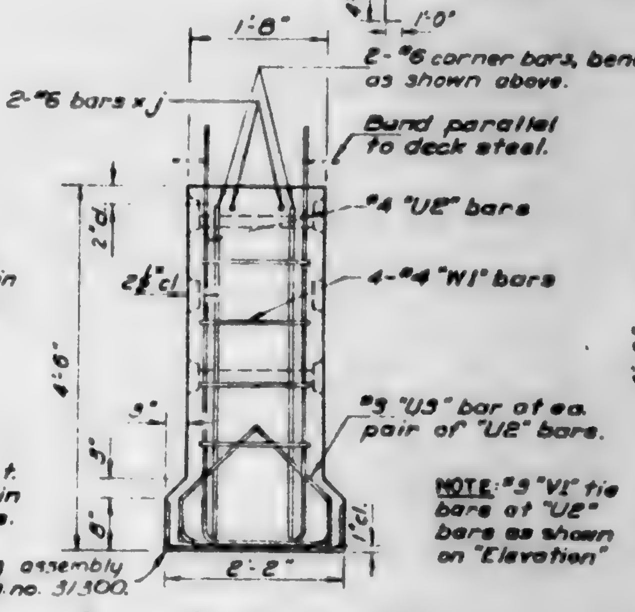
SECTION "A-A"

Bearing assembly required
See dwg. no. 31300.

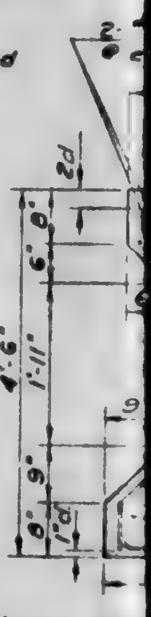
END CONDITION "Y"


3½"
4"
10"
10"
1½" hole in int. bms. Insert in exterior bms.
4" 5¼" 5¼" 5"
3-#6 "U5" bars top & bottom.
2" ϕ hole in int. bms. Insert in exterior bms.
5"
1½"x 5¼"x 7" shear keys ea. side int bms., inside only ext. bms.

END CONDITION "Z"


4½"
1'-0"
1'-8"
2-#6 corner bars, bend as shown above.
2-#6 bars x j
Bend parallel to deck steel.
#4 "U2" bars
2'-0"
2½" cl.
4-#4 "W1" bars
4'-6"
9"
9"
#3 "U3" bar at ea. pair of "U2" bars.
6"
1½" cl.
Bearing assembly See dwg. no. 31300.
2'-2"
NOTE: #3 "V1" tie bars at "U2" bars as shown on "Elevation"

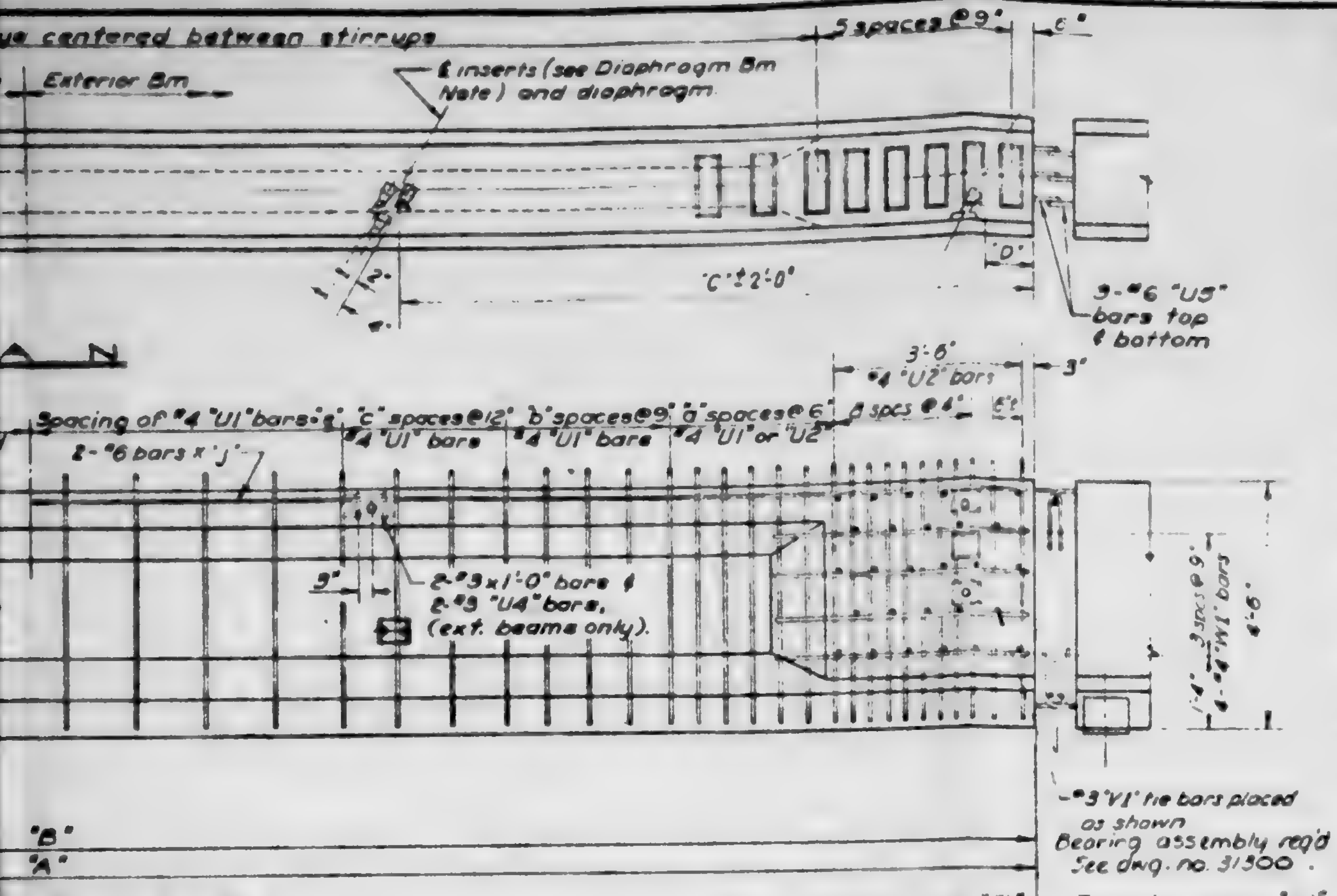
END CONDITION "Y"


2-
2d
6"
4'-6"
1'-11"
9"
6"

MID-SPA

TYPICAL MILD STEEL ARRANGEMENT

BEAMS	NUMBER OF BEAMS REQ'D	LOCATION	SPAN LENGTH CENTER TO CENTER OF BENTS ALONG ℄ BEAM	TOTAL STRANDS PER BEAM	SEE FIGURE	INITIAL TENSION PER STRAND IN KIPS	CONCRETE STRENGTH AT TRANSFER (KSI)	CONCRETE STRENGTH IN 28 DAYS (KSI)	VARIABLE DIMENSIONS "A"	"B"	"J"	BM END	END CONDITION	"C" ± 2'-0"	"D"	"E"	"F"	"G"	"H
1-A	1	SPAN 1	100'-10¼"	53	1	28.91	6.0	6.0	100'-5¼"	99'-10¼"	99'-6⅝"	BK	Y	25'-5"	6½"				
												AHD	Z	25'-3"					
1-B	1		100'-11½"		1				100'-6½"	100'-0"	99'-8"	BK	Y	25'-5"					
												AHD	Z	25'-3"					
1-C	1		101'-0⅝"		1				100'-7⅝"	100'-1⅛"	99'-9"	BK	Y	25'-6"					
												AHD	Z	25'-4"					
1-D	1	SPAN 1	101'-1⅞"		1				100'-8⅞"	100'-2⅜"	99'-10"	BK	Y	25'-6"					
												AHD	Z	25'-4"					
2-A	1	SPAN 2	101'-3⅛"		1				100'-7⅛"	100'-0⅝"	100'-3"	BK	W						
												AHD	Z						
2-B	1	SPAN 2	101'-3¼"	53	1	28.91	6.0	6.0	100'-7¼"	100'-0¾"	100'-3"	BK	W						
												AHD	Z	25'-4"	6½"				


ue centered between stirrups
5 spaces @ 9"
6"
Exterior Bm
℄ inserts (see Diaphragm Bm Note) and diaphragm.
2"
"C" ± 2'-0"
"D"
3-#6 "U5" bars top & bottom
A N
3'-6"
#4 "U2" bars
3"
Spacing of #4 "U1" bars: "e" "c" spaces @ 12" "b" spaces @ 9" "a" spaces @ 6" "f" spcs @ 4" 6"
2-#6 bars x "j"
#4 "U1" bars
#4 "U1" bars
#4 "U1" or "U2"
9"
2-#3 x 1'-0" bars & 2-#3 "U4" bars. (ext. beams only).
1'-4"
3 sps @ 9"
4-#4 "W1" bars
4'-6"
#3 "V1" tie bars placed as shown
Bearing assembly req'd See dwg. no. 31300.
"B"
"A"
A T I O N

END CONDITION "Z"

END CONDITION "W"

ADVANCE PLANS
APR 16 1976
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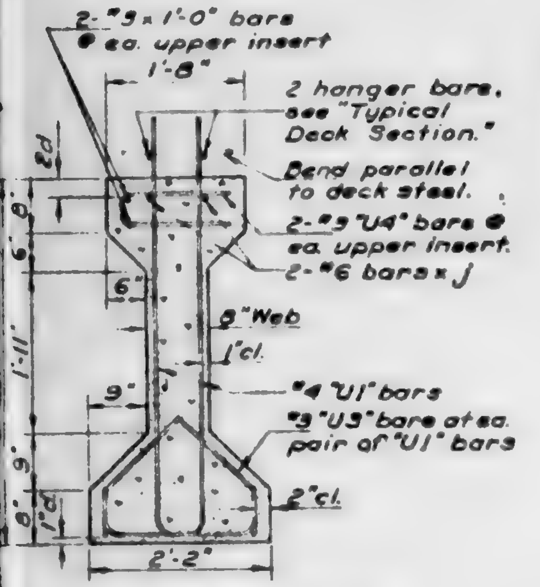
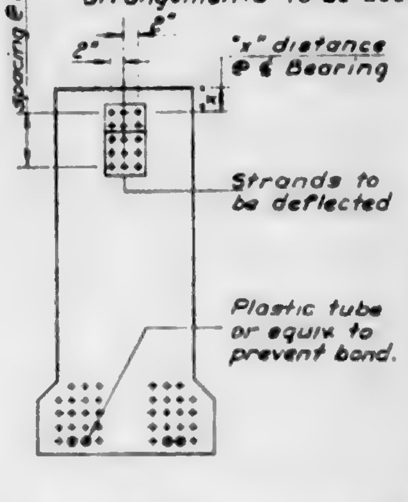
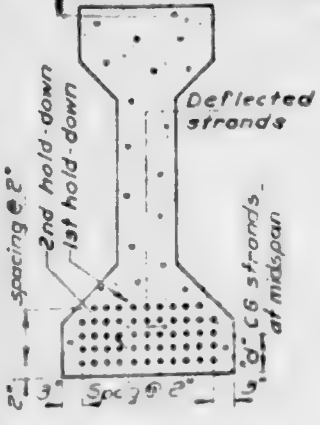

2-#3 x 1'-0" bars @ ea. upper insert
1'-8"
2 hanger bars, see "Typical Deck Section."
2d
Bend parallel to deck steel.
6"
8"
2-#3 "U4" bars @ ea. upper insert.
2-#6 bars x j
6"
8" Web
1" cl.
1'-11"
9"
#4 "U1" bars
#3 "U3" bars at ea. pair of "U1" bars
9"
8"
1' d
2" cl.
2'-2"

MID-SPAN SECTION

NOTE: These sections for dimensions only. See Figures 1 to 4 for actual strand arrangements to be used.


Spacing @ 2"
2"
2"
"x" distance @ ℄ Bearing
Strands to be deflected
Plastic tube or equiv. to prevent bond.

END BLOCK


2nd hold-down
1st hold-down
spacing @ 2"
Deflected strands
C.G. strands at midspan
2"
3"
Spcs @ 2"
3"

MID-SPAN SECTION

TYPICAL STRAND ARRANGEMENT

GENERAL NOTES

SPECIFICATIONS

Design for HS20-44 live loading according to O.S.H.D. Bridge Design and Construction Specifications.

PRECAST PRESTRESSED CONCRETE

All concrete shall be class 5000-1" to 6000-1" shown in table below as (Concrete strength at 28 days). Concrete strength at prestress release varies and is shown in table below as (Concrete strength at transfer)

PRETENSIONING STEEL

All strands shall be ½" dia 7-wire strands with a minimum ultimate strength of 41,300 lbs. (ASTM A416 Grade 270). Straight strands shall be tensioned initially to 28,910 lbs unless shown otherwise in the table below. Deflected strands shall have the same tension after deflecting.

MILD STEEL REINFORCEMENT

All reinforcing steel shall be ASTM Spec A615, Grade 40, bars. Reinforcing steel bars #3 thru #7 shall be lapped 24 dia or a min of 1'-6"; bars #8 and #9 shall be lapped 30 dia, bars #10 and #11 shall be lapped [illegible] dia, at all splices unless noted or shown otherwise. All bars shall be placed 2" clear of the nearest face of concrete unless noted or shown otherwise

HANDLING PRESTRESSED CONC BEAMS

The beams shall be maintained in an upright position at all times. They shall be lifted by means of lifting bars securely anchored in the end block as approved by the engineer.

DIAPHRAGM BEAMS

For beams with total length (dim. "A") equal to or less than 60'-0" use one diaphragm at midspan. For beams with a total length greater than 60'-0" and equal to or less than 90'-0" use two diaphragms as shown. For beams with a total length greater than 90'-0" use three diaphragm, one at midspan. See dimension "C" in table below. Place 3 Struct Conc Inserts: Richmond EC-2 or Dayton Sure-Grip F56 (or F57) or approved equal, in exterior beams only at each diaphragm. Provide 1" dia. x 2'-3" rod (A36) threaded full length or 1" dia x 2'-3" coil rod (yield & ultimate equal to A36, elongation min. 10%) to fit into each insert. Brace prestressed bms. to prevent lateral deflection during diaphragm pour.

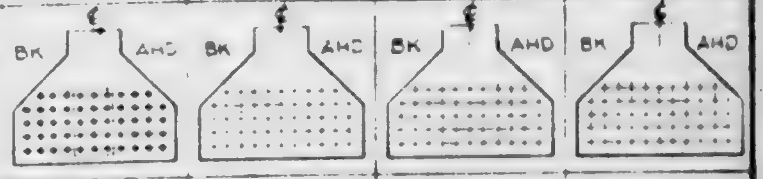
DIMENSIONS

Dimensions shown in table below are horizonal dimensions. Finished length of beam, ℄ bearing to end of beam (dimension "E") shall be corrected for variation due to grade. Allowance shall be made by fabricator for elastic shortening, creep and shrinkage (dimension "Z").

BEAM END

The designations "Bk" and "Ahd" refer to back and ahead on station.

										ESTIMATED DEFLECTION AT MIDSPAN			
"G"	"H"	"a"	"b"	"c"	"e"	"f"	"g"	"h"	WEIGHT OF BEAMS IN KIPS	UPWARD DEFLECT DUE TO PRESTRESSING AT TRANSFER	DOWNWARD DEFLECT DUE TO DECK DEAD LOAD	UPWARD DEFLECTION DUE TO PRESTRESSING 3 MO AFT TRANS	"Z" BM SHORTENING TWO WEEKS AFTER TRANSFER
		22	12	5	22				84.9	2 5/8"	1 3/8"	3 1/8"	7/8"
									84.9				
									85.0				
									85.1				
									85.4				
		22	12	5	22				85.4	2 5/8"	1 3/8"	3 1/8"	7/8"

FIGURE	1		2		3		4	
NOTE: Tubes & strands are symmetrical about Bm ℄'s as shown								
TOTAL STRANDS	53							
"d" DISTANCE	5.85							
END OF BEAM	BK	AHD	BK	AHD	BK	AHD	BK	AHD
STR DEFLECTED	15	15						
"x" DISTANCE	4 5/8"	4 5/8"						

℄
BK
AHD
BK
AHD
BK
AHD
BK
AHD

DATE	REVISION

APPROVED

BRIDGE ENGINEER

DESIGNED J.A.
DRAWN P.G.A.
CHECKED
CALC BOOK 1589

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

SNAKE RIVER BRIDGE

TYPE IV CONTINUOUS PRESTRESSED CONCRETE BEAMS

DATE April 14, 1976
SHEET 14 OF 24
BRIDGE NO 1000 B
DRAWING NO. 31298

BEAMS	NUMBER OF BEAMS REQ'D	LOCATION	SPAN LENGTH CENTER TO CENTER OF BENTS ALONG ℄ BEAM	TOTAL STRANDS PER BEAM	SEE FIGURE	INITIAL TENSION PER STRAND IN KIPS	CONCRETE STRENGTH AT TRANSFER (KSI)	CONCRETE STRENGTH IN 28 DAYS (KSI)	VARIABLE DIMENSIONS									
									"A"	"B"	"J"	BM END	END CONDITION	"C"	"D"	"E"	"F"	"G"
2-C	1	SPAN 2	101'-3⅜"	53	1	28.91	6.0	6.0	100'-7⅜"	100'-0⅜"	100'-3"	BK	W	25'-4"	6½"			
												AHD	Z					
2-D	1	SPAN 2	101'-3½"						100'-7½"	100'-1"	100'-3"	BK	W					
												AHD	Z					
3-A	4	SPAN 3	101'-4½"						100'-8½"	100'-2"	100'-4"	BK	W					
												AHD	Z					
4-A	4	SPAN 4							100'-11½"	100'-5"	100'-7"	BK	W	25'-4"				
												AHD	Y	25'-6"				
5-A	4	SPAN 5							100'-10½"	100'-4"	100'-6"	BK	X	25'-6"				
												AHD	Z	25'-4"				
6-A	4	SPAN 6							100'-8½"	100'-2"	100'-4"	BK	W					
												AHD	Z					
7-A	4	SPAN 7	101'-4½"	53	1	28.91	6.0	6.0	100'-11½"	100'-5"	100'-7"	BK	W	25'-4"				
												AHD	Y	25'-6"	6½"			
												BK						
												AHD						
												BK						
												AHD						
												BK						
												AHD						
												BK						
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												BK						
												AHD						

	"G"	"H	"a"	"b"	"c"	"e"	"f"	"g"	"h"	WEIGHT OF BEAMS IN KIPS	ESTIMATED DEFLECTION AT MIDSPAN			"Z" BM SHORTENING TWO WEEKS AFTER TRANSFER
											UPWARD DEFLECT DUE TO PRESTRESSING AT TRANSFER	DOWNWARD DEFLECT DUE TO DECK DEAD LOAD	UPWARD DEFLECTION DUE TO PRESTRESSING 3 MO. AFT. TRANS.	
			22	12	5	22				85.4	2 5/8"	1 7/8"	3 1/8"	7/8"
										85.4				
										85.5				
										85.3				
										85.3				
										85.5				
			22	12	5	22				85.3	2 5/8"	1 7/8"	3 1/8"	7/8"

For end condition "X". See dwg. no. 31297

ADVANCE PLANS
APR 16 1976
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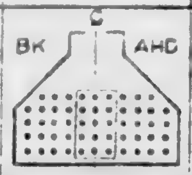
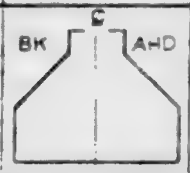
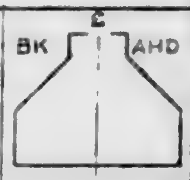
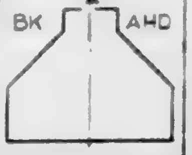
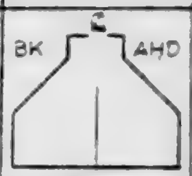
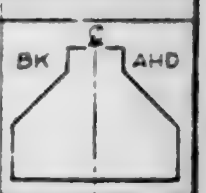
NOTE:
FOR DETAILS OF PRESTRESSED BEAMS AND LOCATION OF VARIABLE DIMENSIONS SEE DWG. NO. 31298

FIGURE	1							
NOTE: Tubes & strands are symmetrical about Bm ℄'s as shown								
TOTAL STRANDS	53							
"d" DISTANCE	5.85							
END OF BEAM	BK	AHD	BK	AHD	BK	AHD	BK	AHD
STR DEFLECTED	15	15						
"x" DISTANCE	4 5/8"	4 5/8"						
FIGURE								
NOTE: Tubes & strands are symmetrical about Bm ℄'s as shown								
TOTAL STRANDS								
"d" DISTANCE								
END OF BEAM	BK	AHD	BK	AHD	BK	AHD	BK	AHD
STR DEFLECTED								
"x" DISTANCE								

DATE	REVISION

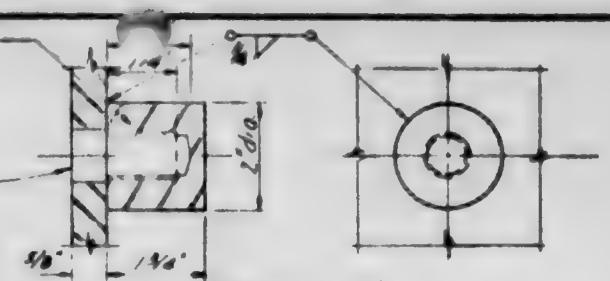
APPROVED:
BRIDGE ENGINEER
DESIGNED J. A.
CHECKED
DRAWN PGA.
CALC BOOK 1589

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

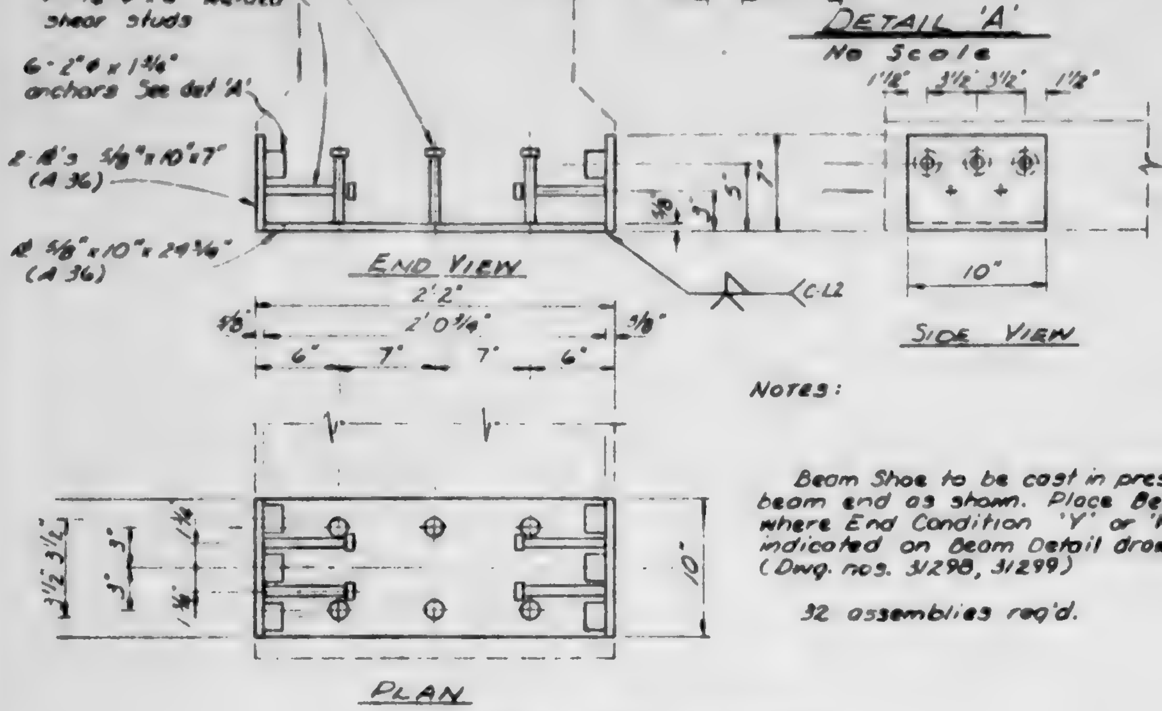
SNAKE RIVER BRIDGE

TYPE IV CONTINUOUS PRESTRESSED CONCRETE BEAMS

DATE April 14, 1976
SHEET 15 OF 24
BRIDGE NO 1000 B
DRAWING NO 31299


2" dia x 1¾" bar (A36)
Drill and tap for
⅞"-9UNC-2B
1¼"
2" dia.
15/16"⌀ hole
⅝"
1¾"

DETAIL 'A'
No Scale


6-¾"⌀ x 5" welded shear studs
4-¾"⌀ x 6" welded shear studs
6-2"⌀ x 1¾" anchors See det 'A'
2-Ⓟ's ⅝" x 10" x 7" (A36)
Ⓟ ⅝" x 10" x 24¾" (A36)
C-L2
1½"
3½"
3½"
1½"
7"
5"
2"
⅝"
10"
2'2"
2' 0¾"
⅝"
⅝"
6"
7"
7"
6"
3½"
3½"
3"
3"
1¾"
1¾"
10"

END VIEW

SIDE VIEW

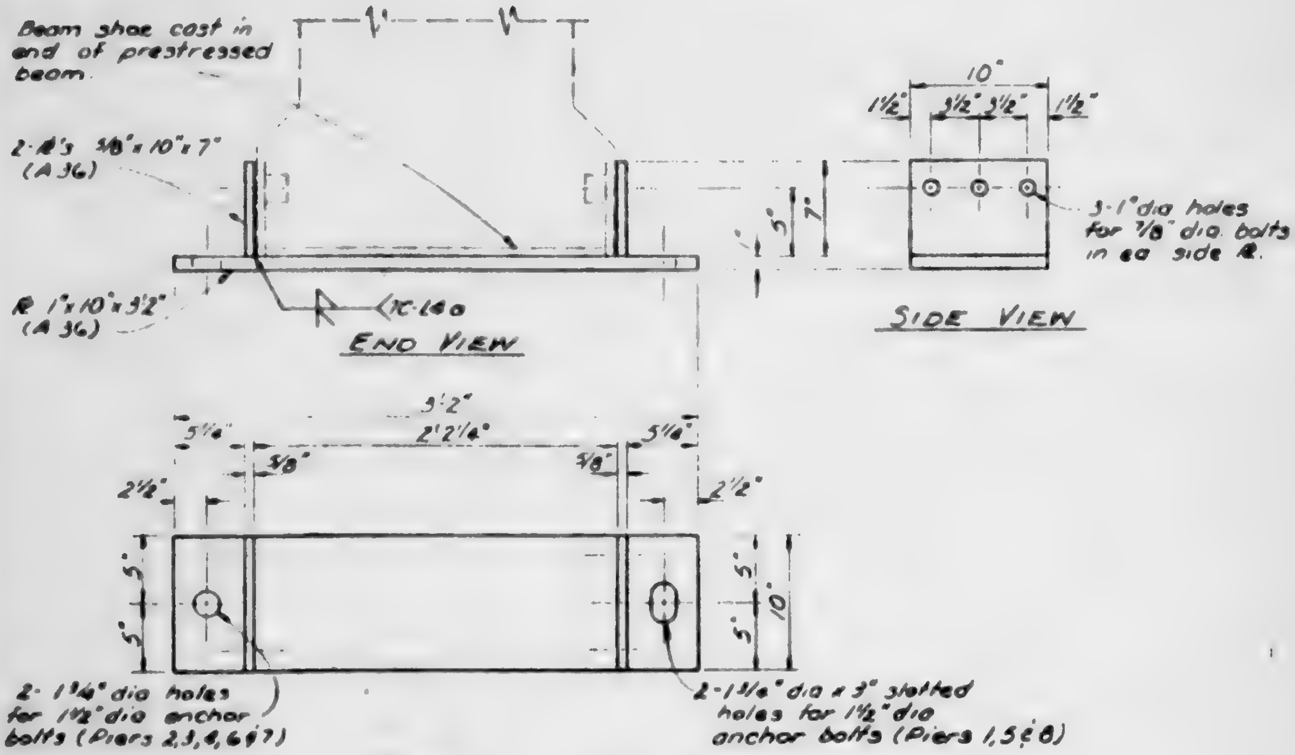
PLAN

NOTES:

Beam Shoe to be cast in prestressed beam end as shown. Place Beam Shoe where End Condition 'Y' or 'N' are indicated on Beam Detail drawings (Dwg. nos. 31298, 31299)

32 assemblies req'd.

BEAM SHOE ASSEMBLY
Scale: 1½" = 1'-0"

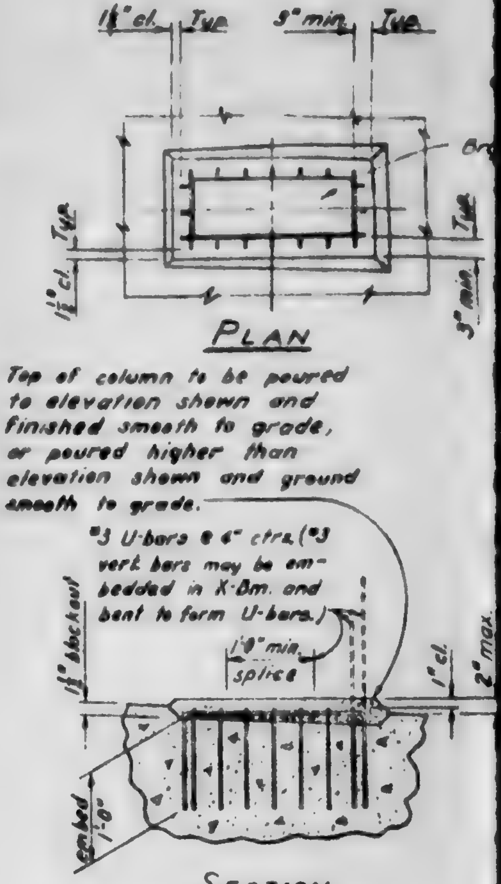

Beam shoe cast in end of prestressed beam.
2-Ⓟ's ⅝" x 10" x 7" (A36)
Ⓟ 1" x 10" x 3'2" (A36)
C-L6a
10"
1½"
3½"
3½"
1½"
7"
5"
1"
3-1" dia holes for ⅞" dia. bolts (A307) in ea side Ⓟ.
3'2"
5¼"
2'2¼"
5¼"
⅝"
⅝"
2½"
2½"
5"
5"
5"
5"
10"
2-1¾" dia holes for 1½" dia anchor bolts (Piers 2,3,4,6 & 7)
2-1¾" dia x 3" slotted holes for 1½" dia anchor bolts (Piers 1,5 & 8)

END VIEW

SIDE VIEW

PLAN

BEARING SHOE ASSEMBLY
Scale: 1½" = 1'-0"


1½" cl.
Typ.
3" min.
Typ.
1½" cl.
Typ.
Typ.
3" min.
Top of column to be poured to elevation shown and finished smooth to grade, or poured higher than elevation shown and ground smooth to grade.
#3 U-bars @ 6" ctrs. (#3 vert. bars may be embedded in X-Bm. and bent to form U-bars.)
1'0" min. splice
1½" blockout
1" cl.
2" max.
embed 1'0"

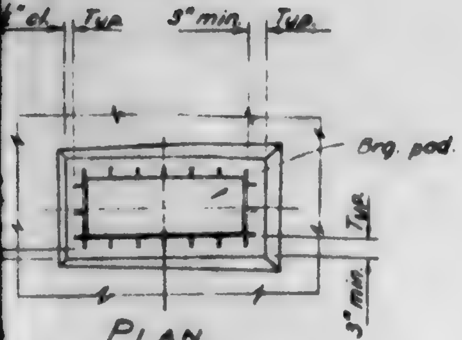
PLAN

SECTION

TYPICAL GROUT PAD

NOTE:
Use same grout pad details wh
no bearing pad called for.

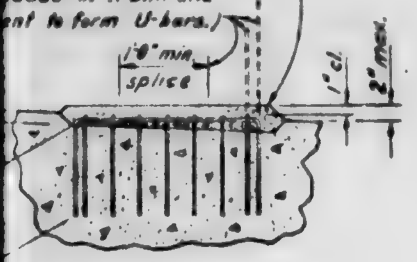
NOTE:
All bearing assembly material to be galvanized after fabrication.


"cl. Typ
3" min. Typ.
Brg. pad.
Typ.
3" min.

PLAN

...lumn to be poured
...tion shown and
smooth to grade,
...d higher than
shown and ground
grade.

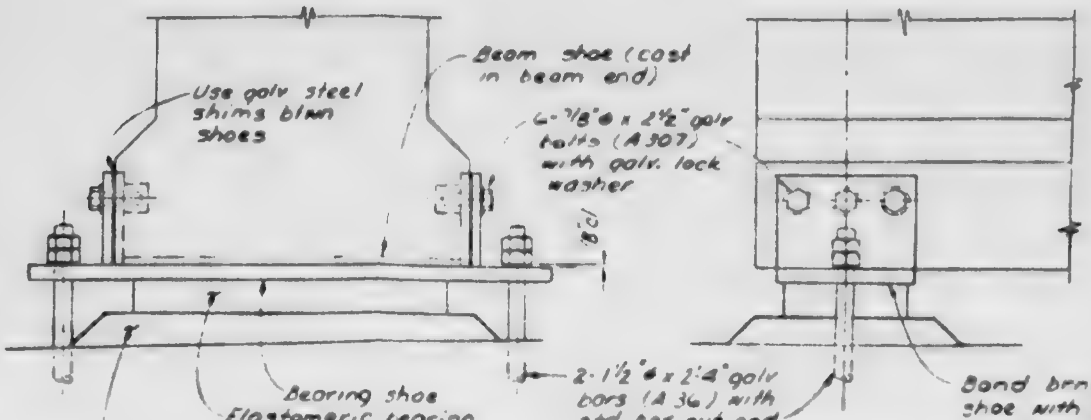
U-bars @ 4" ctrs. (#3
...rk bars may be em-
...edded in X-Bm. and
...ent to form U-bars.)


1'0" min. splice
1" cl.
2" max.

SECTION

...PICAL GROUT PAD

...TE:
...se same grout pad details where
bearing pad called for.

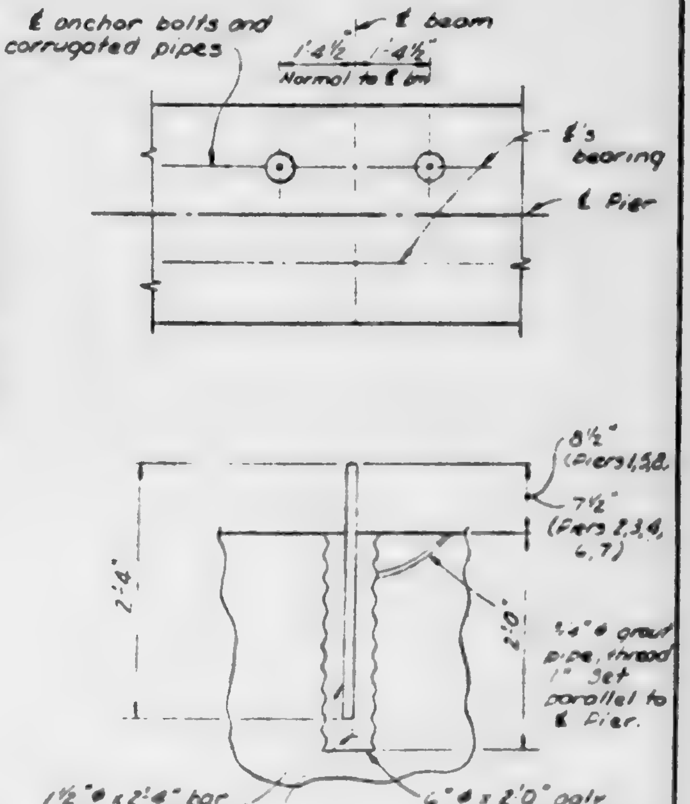

Use galv steel shims btwn shoes
Beam shoe (cast in beam end)
6-7/8"⌀ x 2½" galv bolts (A307) with galv. lock washer
8 cl.
Bearing shoe
Elastomeric bearing pad (See Table for sizes)
2" min grout (See Grout Pad Det.)
2-1½"⌀ x 2'4" galv bars (A 36) with std hex nut and lock nut (See detail 'B' for installation and location details)
Bond brng pad to bearing shoe with approved adhesive.

BEARING ASSEMBLY

Scale: 1½" = 1'-0"

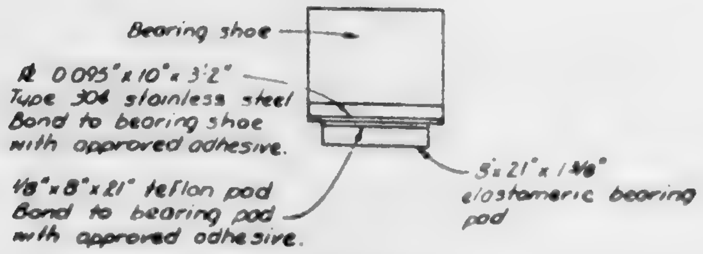
BEARING DATA					
PIER	℄ Pier - ℄ Brg		ANCHOR BOLT LOC	BRG PAD SIZE	
	BK	AH		BK	AH
1	8½"	7½"	AH	NONE	9"x23"x[illegible]
2	0½"	10½"	AH	9"x23"x ¼"	9"x23"x[illegible]
3	10½"	10½"	AH	9"x23"x1"	9"x23"x1"
4	10½"	10½"	AH	9"x23"x1¼"	9"x23"x1¼"
5	7½"	8½"	BK	8"x21"x1⅜"	NONE
6	10½"	10½"	AH	9"x23"x1"	9"x23"x1"
7	10½"	10½"	AH	9"x23"x1⅛"	9"x23"x1¼"
8	7½"	8½"	BK	9"x23"x2½"	NONE

NOTE:
"AH" indicates ahead on station.
"BK" indicates back on station.
See Detail 'C' for details of special bearing pad at Pier 5.


℄ anchor bolts and corrugated pipes
℄ beam
1'4½ 1'-4½"
Normal to ℄ bm
℄'s bearing
℄ Pier
8½" (Piers 1,5,8)
7½" (Piers 2,3,4,6,7)
2'4"
2'0"
¾"⌀ grout pipe, thread 1" Set parallel to ℄ Pier.
1½"⌀ x 2'4" bar (A36) threaded full length (galv. after fabrication) (64 req'd).
6"⌀ x 2'0" galv corrugated pipe. Fill corrugated pipe with non-shrink grout after beams and anchor bolts are in place.

DETAIL 'B'

No Scale


Bearing shoe
℞ 0.095" x 10" x 3'2" Type 304 stainless steel Bond to bearing shoe with approved adhesive.
⅛" x 8" x 21" teflon pad Bond to bearing pad with approved adhesive.
8"x21"x1⅜" elastomeric bearing pad

DETAIL 'C'

No Scale

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

For weld details see dwg. 23836

APPROVED.
BRIDGE ENGINEER
DESIGNED JA
DRAWN MCY
CHECKED
REVIEWED
REVIEWED
CALC BOOK 1589

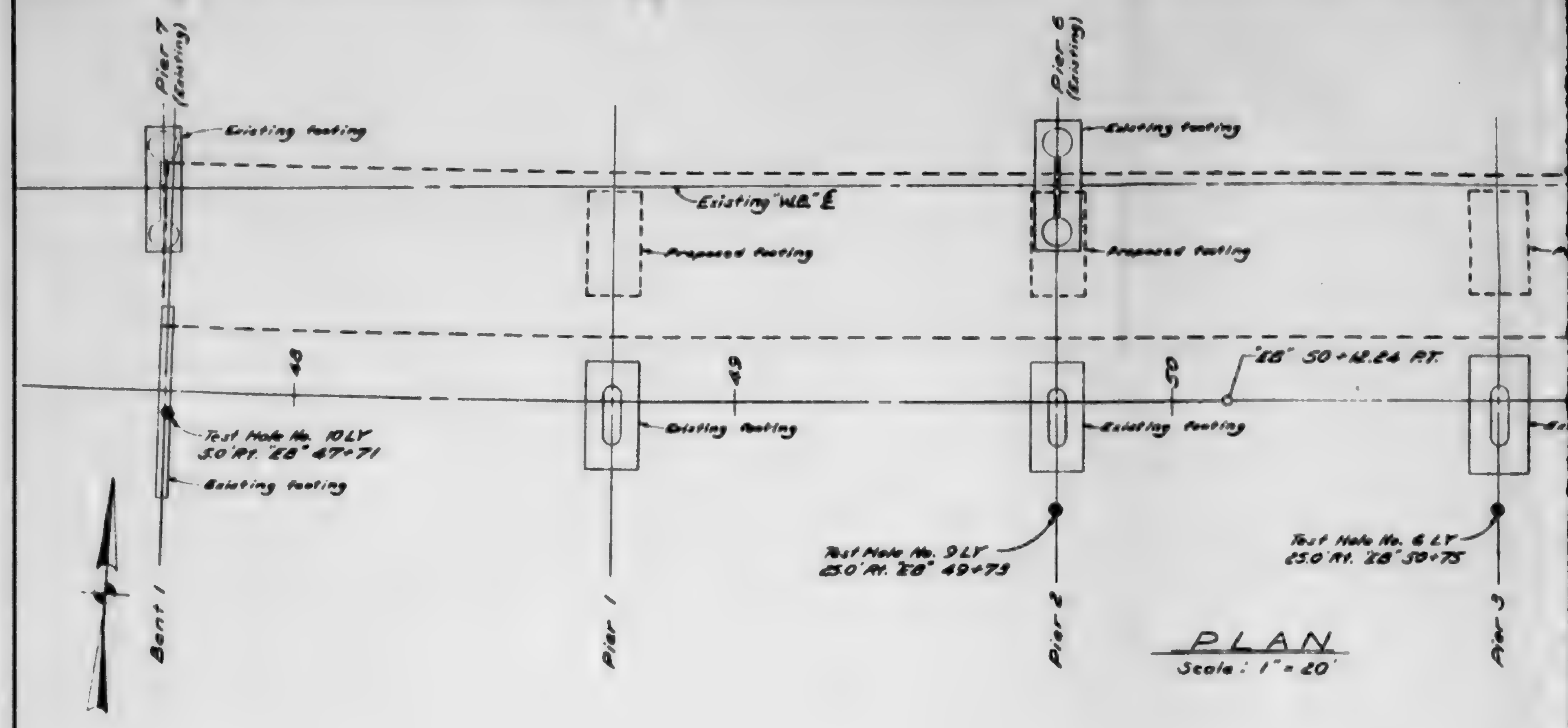
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

SNAKE RIVER BRIDGE

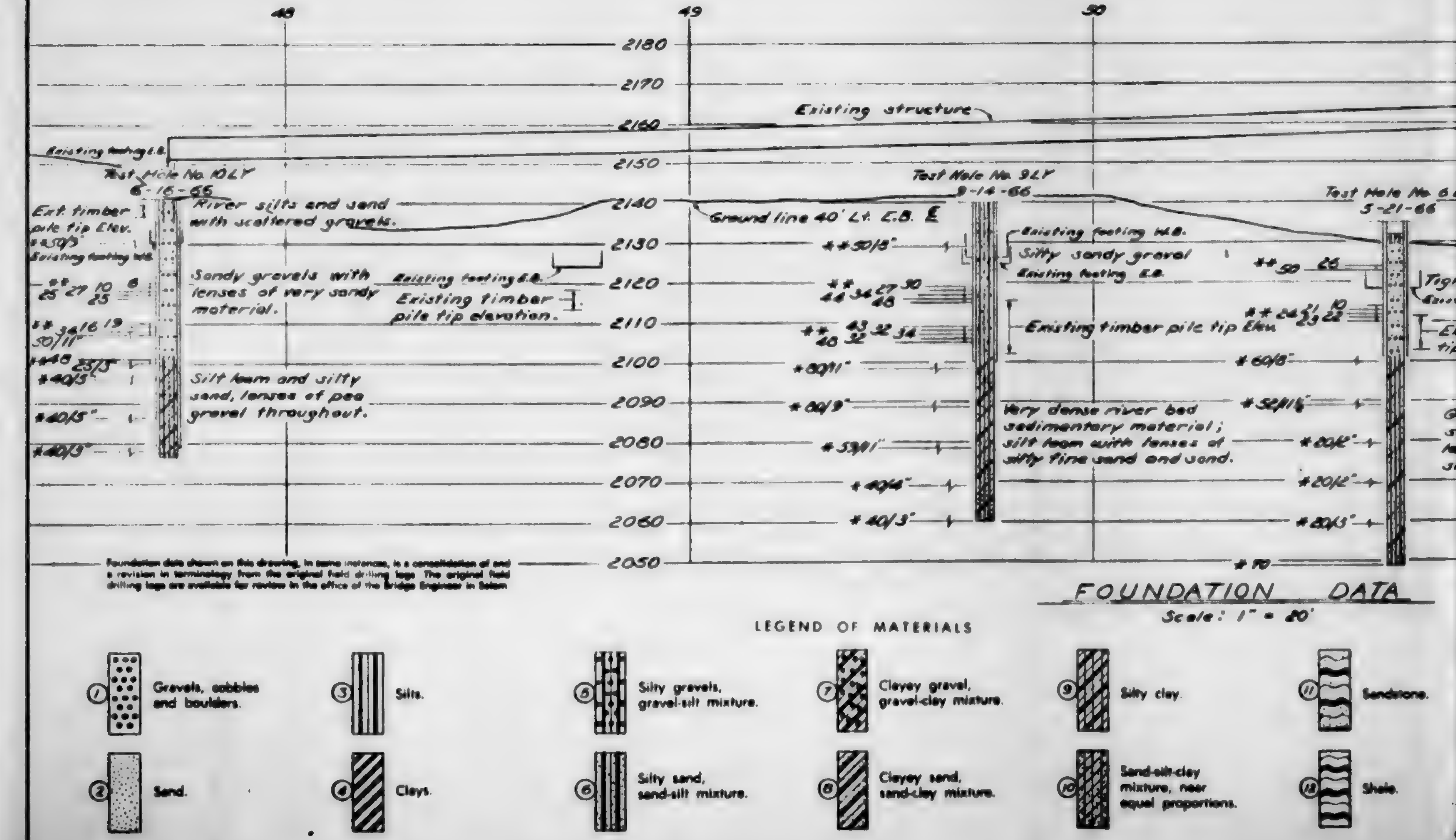
BEARING DETAILS

DATE April 14, 1976
BRIDGE NO. 1000 B
SHEET 16 OF 24
DRAWING NO. 31300


Pier 7 (Existing)
Existing footing
Existing "W.B." ℄
Proposed footing
Pier 6 (Existing)
Existing footing
Proposed footing
48
49
50
"E.B." 50+12.24 P.T.
Existing footing
Existing footing
Test Hole No. 10LY
5.0' Rt. "E.B." 47+71
Existing footing
Test Hole No. 9LY
25.0' Rt. "E.B." 49+75
Test Hole No. 6LY
25.0' Rt. "E.B." 50+75
Bent 1
Pier 1
Pier 2
Pier 3

PLAN

Scale: 1" = 20'


48
49
50
2180
2170
2160
2150
2140
2130
2120
2110
2100
2090
2080
2070
2060
2050
Existing structure
Existing footing E.B.
Test Hole No. 10LY
6-16-66
Ext. timber pile tip Elev.
**50/3"
Existing footing W.B.
River silts and sand with scattered gravels.
Sandy gravels with lenses of very sandy material.
Silt loam and silty sand, lenses of pea gravel throughout.
**25 27 10/25 6
**34 16 19 50/11"
**48 25/3"
*40/3"
*40/5"
*40/3"
Existing footing E.B.
Existing timber pile tip elevation.
Ground line 40' Lt. E.B. ℄
Test Hole No. 9LY
9-14-66
**50/8"
Existing footing W.B.
Silty sandy gravel
Existing footing E.B.
** 44 34 27/48 30
** 40 43/32 32 34
Existing timber pile tip Elev.
*80/11"
*80/9"
*53/11"
*40/4"
*40/3"
Very dense river bed sedimentary material; silt loam with lenses of silty fine sand and sand.
Test Hole No. 6
5-21-66
**50 26
**24 21/23 10/22
*60/8"
*52/11½"
*80/12"
*20/12"
*20/5"
*70

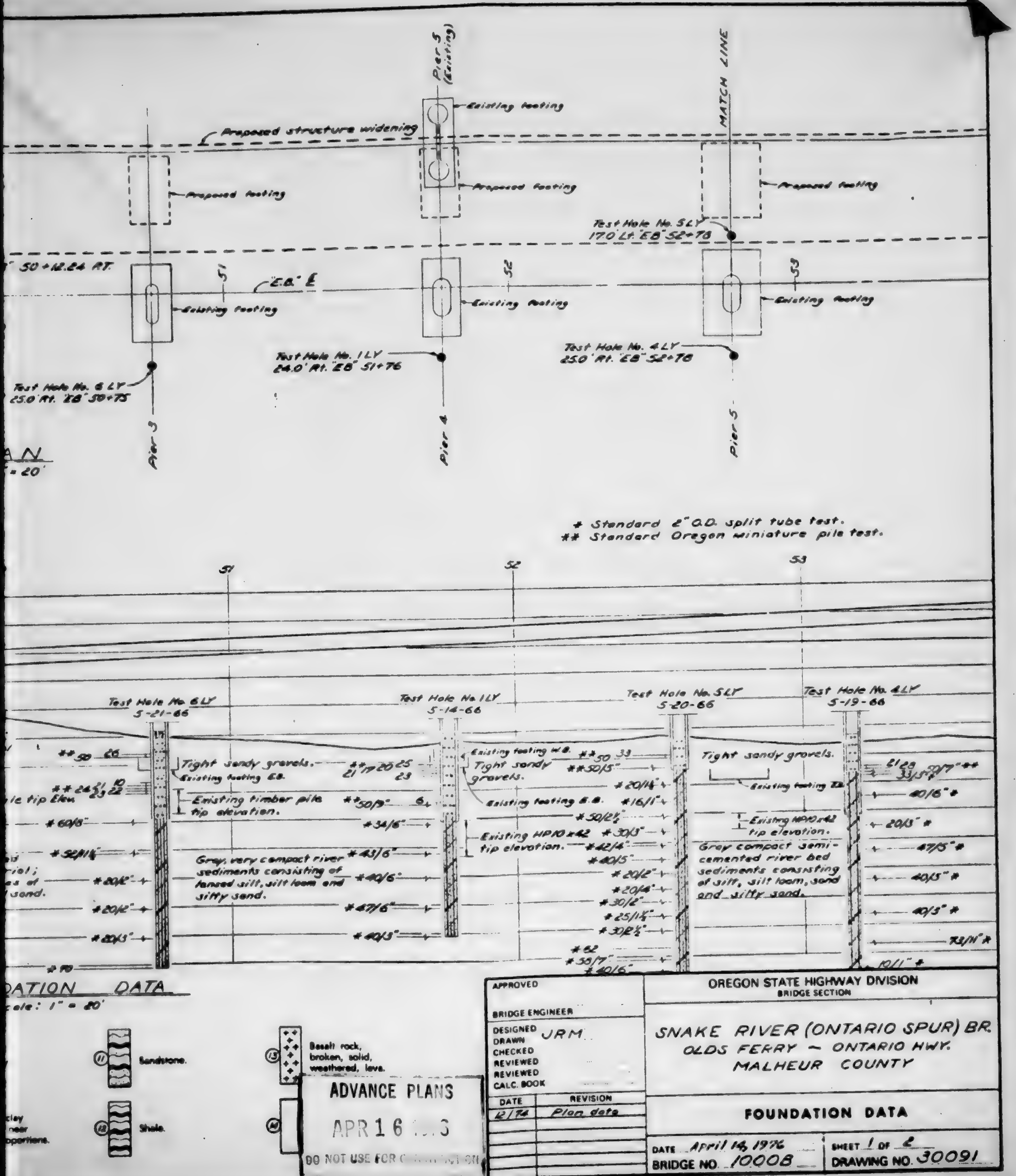
Foundation data shown on this drawing, in some instances, is a consolidation of and a revision in terminology from the original field drilling logs. The original field drilling logs are available for review in the office of the Bridge Engineer in Salem

FOUNDATION DATA

Scale: 1" = 20'

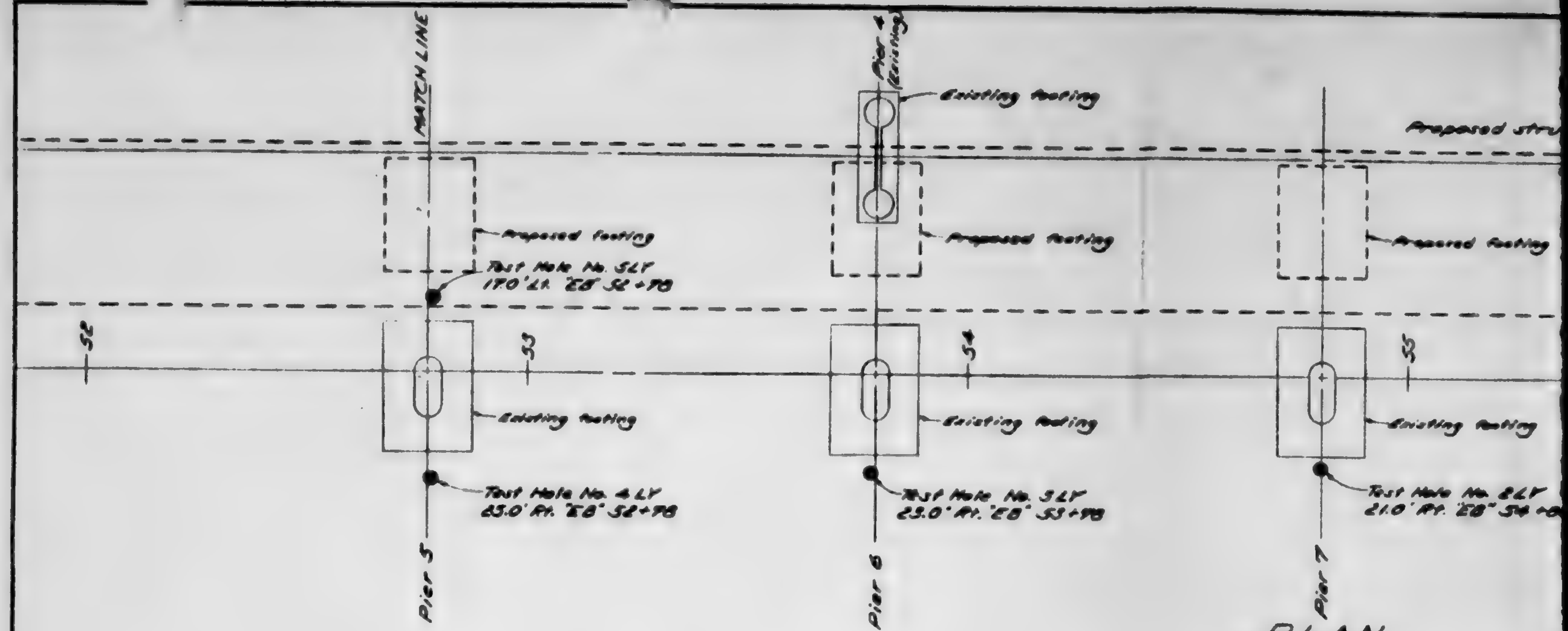
LEGEND OF MATERIALS

- ① Gravels, cobbles and boulders.
- ② Sand.
- ③ Silts.
- ④ Clays.
- ⑤ Silty gravels, gravel-silt mixture.
- ⑥ Silty sand, sand-silt mixture.
- ⑦ Clayey gravel, gravel-clay mixture.
- ⑧ Clayey sand, sand-clay mixture.
- ⑨ Silty clay.
- ⑩ Sand-silt-clay mixture, near equal proportions.
- ⑪ Sandstone.
- ⑫ Shale.

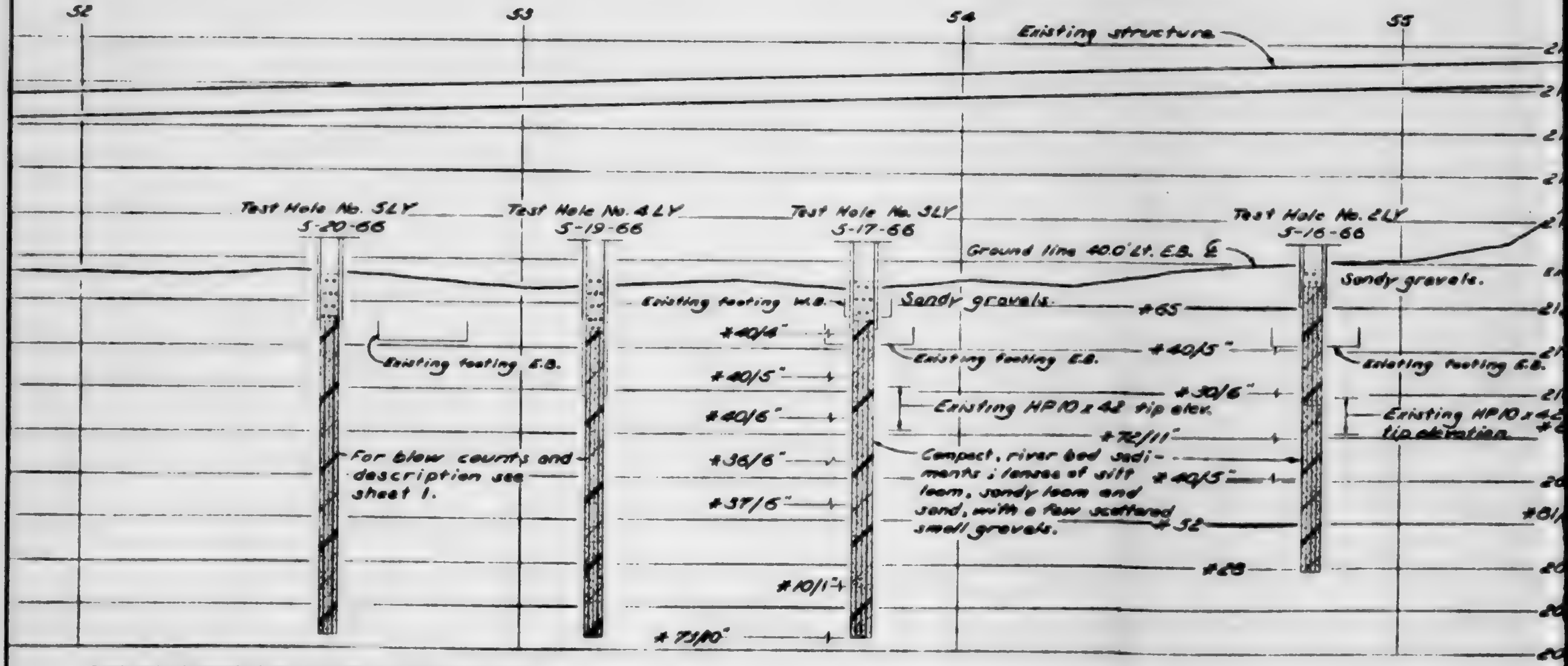

Pier 5 (Existing)
Existing footing
Proposed structure widening
Proposed footing
Proposed footing
MATCH LINE
Proposed footing
Test Hole No. 5LY 17.0' Lt. "EB" 52+78
"EB" 50+12.24 RT.
51
"EB" E
52
53
Existing footing
Existing footing
Existing footing
Test Hole No. 1LY 24.0' Rt. "EB" 51+76
Test Hole No. 4LY 25.0' Rt. "EB" 52+78
Test Hole No. 6LY 25.0' Rt. "EB" 50+75
Pier 3
Pier 4
Pier 5
AN
= 20'
* Standard 2" O.D. split tube test.
** Standard Oregon miniature pile test.
51
52
53
Test Hole No. 6LY 5-21-66
Test Hole No. 1LY 5-14-66
Test Hole No. 5LY 5-20-66
Test Hole No. 4LY 5-19-66
Tight sandy gravels.
Existing footing EB.
Existing timber pile tip elevation.
le tip Elev.
Gray, very compact river sediments consisting of lensed silt, silt loam and silty sand.
Tight sandy gravels.
Existing footing E.B.
Existing HP10 x 42 tip elevation.
Tight sandy gravels.
Existing footing E.B.
Existing HP10 x 42 tip elevation.
Gray compact semi-cemented river bed sediments consisting of silt, silt loam, sand and silty sand.
ATION DATA
ale: 1" = 20'
Sandstone.
Shale.
Basalt rock, broken, solid, weathered, lava.
clay
near
oportions.

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

APPROVED BRIDGE ENGINEER	**OREGON STATE HIGHWAY DIVISION** BRIDGE SECTION
DESIGNED URM DRAWN CHECKED REVIEWED REVIEWED CALC. BOOK	SNAKE RIVER (ONTARIO SPUR) BR. OLDS FERRY – ONTARIO HWY. MALHEUR COUNTY
DATE 12/74 — REVISION Plan data	**FOUNDATION DATA**
	DATE April 14, 1976 — SHEET 1 OF 2 BRIDGE NO. 10008 — DRAWING NO. 30091


MATCH LINE
Pier 4 (Existing)
Existing footing
Proposed stru
Proposed footing
Proposed footing
Proposed footing
Test Hole No. 5LY
17.0' Lt. "EB" 52+98
52
53
54
55
Existing footing
Existing footing
Existing footing
Test Hole No. 4LY
23.0' Rt. "EB" 52+98
Test Hole No. 3LY
23.0' Rt. "EB" 53+98
Test Hole No. 2LY
21.0' Rt. "EB" 54+
Pier 5
Pier 6
Pier 7

PLAN
Scale : 1" = 20'

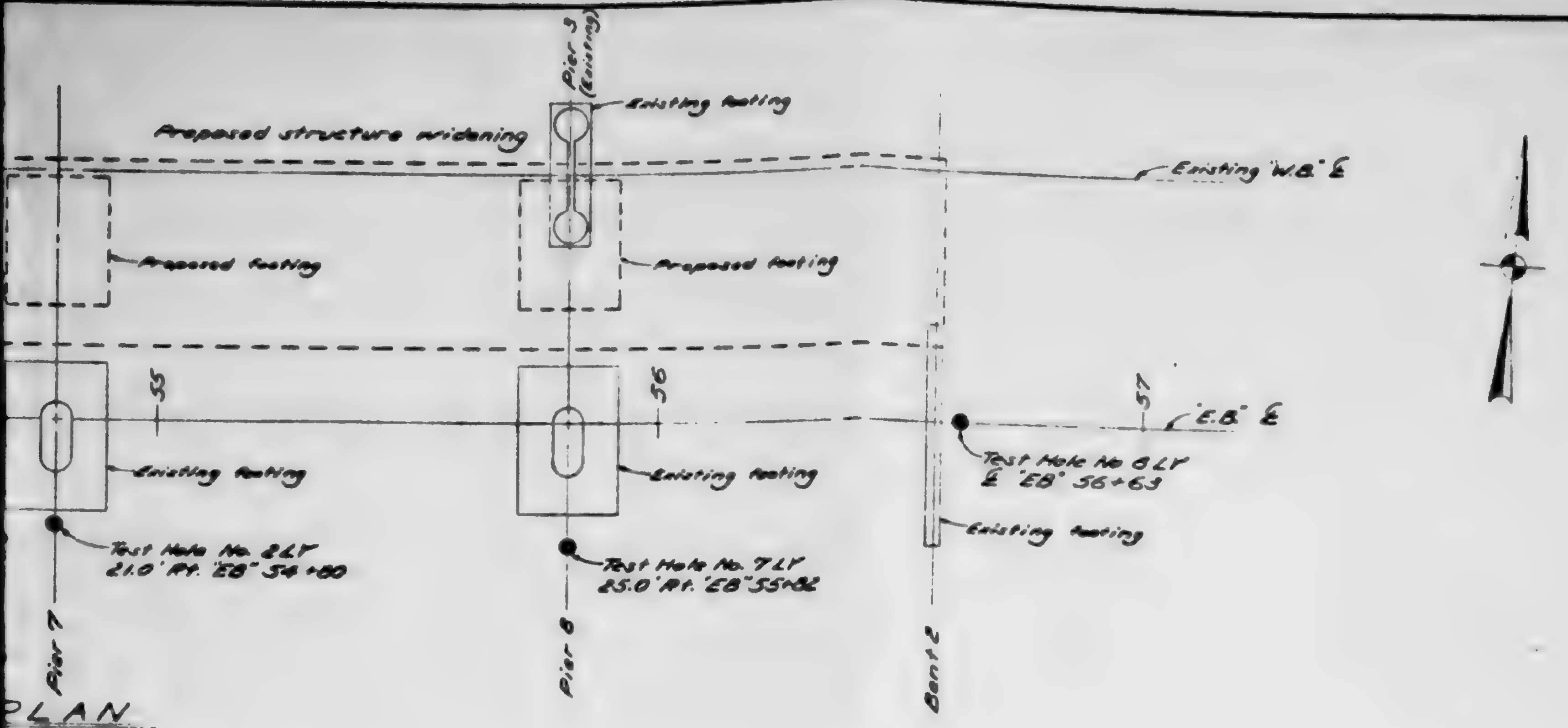

52
53
54
55
Existing structure
Test Hole No. 5LY
5-20-66
Test Hole No. 4LY
5-19-66
Test Hole No. 3LY
5-17-66
Test Hole No. 2LY
5-16-66
Ground line 40.0' Lt. E.B. ℄
Sandy gravels.
Sandy gravels.
Existing footing W.B.
Existing footing E.B.
Existing footing E.B.
Existing footing E.B.
#65
#40/4"
#40/5"
#40/5"
#40/6"
#30/6"
Existing HP10 x 42 tip elev.
Existing HP10 x 42 tip elevation
#72/11"
For blow counts and description see sheet 1.
#36/6"
Compact, river bed sediments; lenses of silt loam, sandy loam and sand, with a few scattered small gravels.
#40/5"
#37/6"
#52
#28
#10/1"
#71/10"
#81

Foundation data shown on this drawing, in some instances, is a consolidation of and a revision in terminology from the original field drilling logs. The original field drilling logs are available for review in the office of the Bridge Engineer in Salem.

FOUNDATION DATA
Scale : 1" = 20'

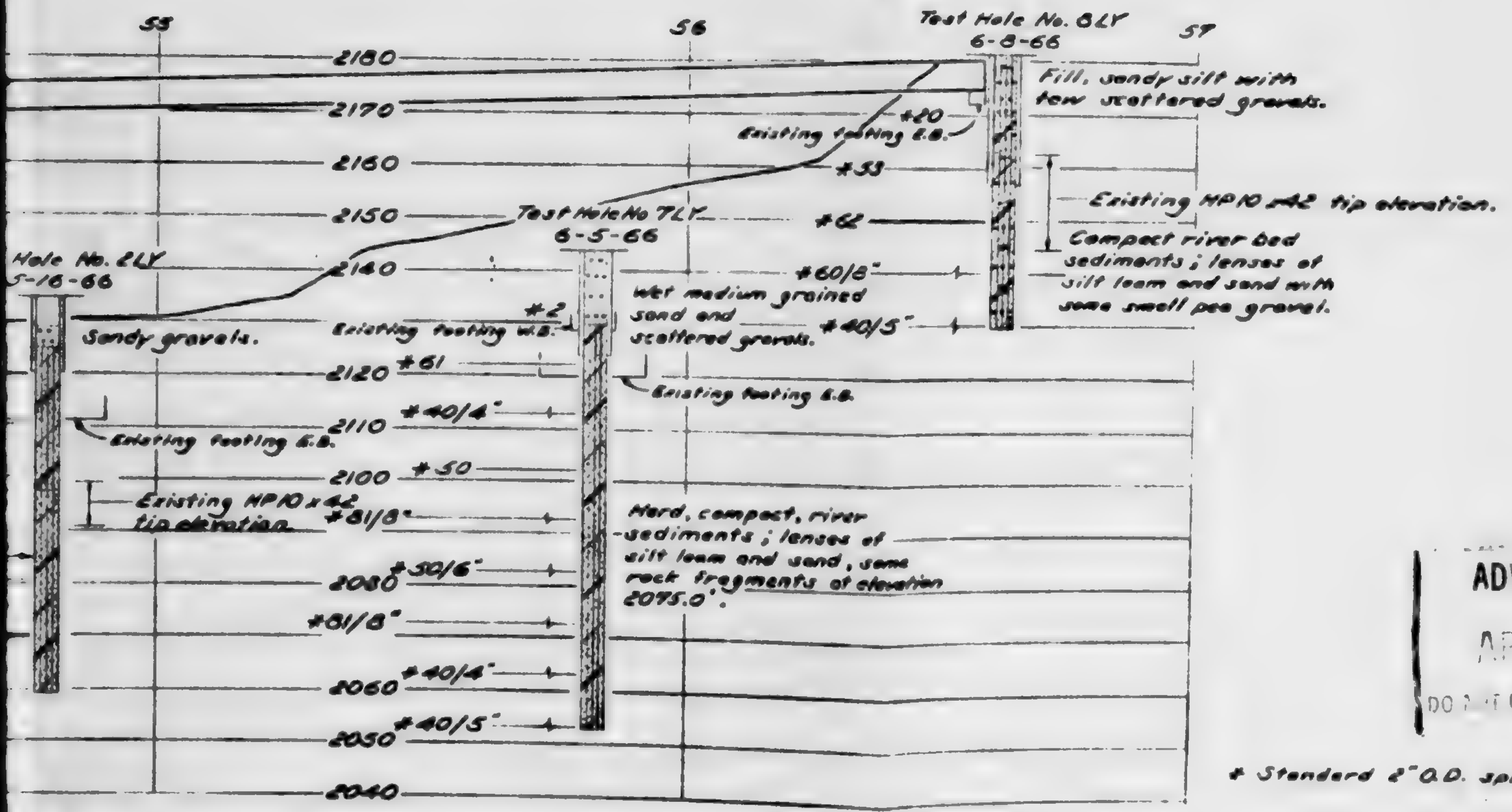
LEGEND OF MATERIALS

① Gravels, cobbles and boulders.
② Sand.
③ Silts.
④ Clays.
⑤ Silty gravels, gravel-silt mixture.
⑥ Silty sand, sand-silt mixture.
⑦ Clayey gravel, gravel-clay mixture.
⑧ Clayey sand, sand-clay mixture.
⑨ Silty clay.
⑩ Sand-silt-clay mixture, near equal proportions.
⑪ Sandstone.
⑫ Shale.


Pier 9 (Existing)
Existing footing
Proposed structure widening
Existing "W.B." ℄
Proposed footing
Proposed footing
55
56
57
"E.B." ℄
Existing footing
Existing footing
Test Hole No. 8LY
℄ "EB" 56+63
Existing footing
Test Hole No. 2LY
21.0' Rt. "EB" 54+80
Test Hole No. 7LY
25.0' Rt. "EB" 55+82
Pier 7
Pier 8
Bent 2

PLAN

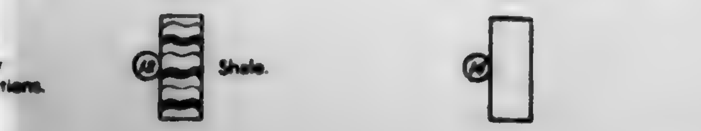
ale: 1" = 20'


55
56
57
Test Hole No. 8LY
6-8-66
Fill, sandy silt with few scattered gravels.
2180
2170
2160
2150
2140
2120
2110
2100
2080
2060
2050
2040
#20
Existing footing E.B.
#33
#62
Existing HP10 x42 tip elevation.
Test Hole No 7LY
6-5-66
Compact river bed sediments; lenses of silt loam and sand with some small pea gravel.
Hole No. 2LY
5-16-66
#60/8"
#2
Wet medium grained sand and scattered gravels.
#40/5"
Sandy gravels.
Existing footing W.B.
#61
Existing footing E.B.
#40/4"
Existing footing E.B.
#50
Existing HP10 x42 tip elevation
#81/8"
Hard, compact, river sediments; lenses of silt loam and sand, some rock fragments at elevation 2075.0'.
#30/6"
#81/8"
#40/4"
#40/5"

# Standard 2" O.D. split tube test.

DATION DATA

ale: 1" = 20'


11
Sandstone.
12
Shale.
13
Basalt rock, broken, solid, weathered, lava.
14

ADVANCE PLANS
APR 16 1976
DO NOT USE FOR CONSTRUCTION

APPROVED	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	
DESIGNED DRAWN URM CHECKED REVIEWED REVIEWED CALC BOOK	SNAKE RIVER (ONTARIO SPUR) BR. OLDS FERRY ~ ONTARIO HWY. MALHEUR COUNTY

DATE	REVISION
12/76	Plan data

FOUNDATION DATA

DATE April 14, 1976
BRIDGE NO. 1000B
SHEET 2 OF 2
DRAWING NO. 30092

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 3, 1976

TO Edward T. Long
Historic Preservation Archeologist
Parks Branch

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Snake River Bridge
Olds Ferry-Ontario Highway
Malheur County

In response to your telephone call to Mr. Donald Keyes on April 26, we are providing the following additional information on the subject project:

Most of the excavation on dry land for this project is under the existing structure. This consists of approximately 160 cubic yards for the toe trench of the riprap on the Oregon side and approximately 110 cubic yards for the toe trench on the Idaho side. In these locations, it is unlikely that any recoverable archeological or paleontological material still remains, since the site was disturbed when the existing structure was built. The additional small amounts of excavation on dry lands needed to provide adequate drainage for the widened roadway are insignificant. All other excavation will be done in the streambed, and excavated material that cannot be used for the riprap and pier footings will be disposed of on dry land.

It is our opinion that this work would not significantly disturb any possible archeological or paleontological site at this crossing, and the scope of the excavation proposed is not large enough for any great likelihood that artifacts or fossils would be recovered. However, some embankments are to be constructed which would tend to preserve and protect any deposits of fossils or artifacts which may exist.

If this additional information satisfies your concern for archeological and paleontological preservation, it is requested that you so inform the Corps of Engineers, Walla Walla District.

cc F. B. Klaboe
R. L. Schroeder
Gary Potter
J. H. Versteeg
Walt Hart
Frank Terpin

WAE:mc ja

**OREGON STATE
HIGHWAY DIVISION**

300 HIGHWAY BUILDING * SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 26, 1976

Snake River Bridge
Ontario Spur

NOTED
E. S. HUNTER

Mr. Duane M. Downing
Chief, Operations Division
US Army Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Mr. Downing:

I have been informed by the Highway Division that an archeological survey has been scheduled pursuant to the approved environmental statement and addendum dated May 19, 1975, copies of which I am enclosing.

Once this survey is complete, the requirements stated in my letter of March 17, 1976 will be fulfilled. It is my understanding that either David Cole or Richard Pettigrew of the Oregon Museum of Natural History will likely be doing the survey.

If our office can be of any further assistance, please feel free to contact us.

Sincerely,

Edward T. Long

Edward T. Long
Historic Preservation Archeologist
State Historic Preservation Office

EL:ko

Enc.

cc: Edward S. Hunter ✓
Gary Potter

NOTED
R. L. SCHROEDER

RECEIVED
MAR 31 1976
Office of
Assistant State Highway Engineer

cy Hall Hart
Penpin
3-30-76

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 17, 1976

Duane M. Downing
Chief, Operations Division
US Army Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington 99362

Dear Mr. Downing:

This letter is in response to NPW No. 071-OYC-1-000288 of March 10, 1976, dealing with proposed bridge pier footings on the Snake River near Ontario, Oregon.

In review of the large excavation required for this project, our office feels that an archeological survey of the land areas to be disturbed would be in order. In order to save time and expense, Prof. Pat McNeil of Treasure Valley Community College in Ontario could survey the site in an afternoon. We do not feel that an historical survey would be needed.

If our office could be of further assistance in any way, do not hesitate to contact us.

Sincerely,

Edward T. Long

Edward T. Long
Historic Preservation Archeologist
State Historic Preservation Office

EL:ko

cy Hart.
Pergin
3-30-76

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TE HWY ENGR

MAR 30 '76

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Schneider

FOR

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April 30, 1976

765-H

Mr. Duane M. Downing
Chief, Operations Division
Walla Walla District
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

NPWOP-NF
Snake River Bridge
Olds Ferry-Ontario Highway
Malheur County

We have received your April 20 letter forwarding comments from the Idaho State Department of Fish and Game and the U.S. Fish and Wildlife Service concerning our proposed work on the Snake River Bridge at Ontario, Oregon (Public Notice 071-OYC-1-000288).

We are responding directly to the Idaho State Department of Fish and Game. Enclosed is a copy of our reply for your information.

The U.S. Fish and Wildlife Service has been contacted in person by our Hydraulics Engineer and you should be receiving a second letter from them.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

bc F. B. Klaboe
Walt Hart
J. H. Versteeg (enc.)
Frank Terpin

WAE:mc ja

April 30, 1976

bc F. B. Klaboe
Walt Hart
J. H. Versteeg
Frank Terpin

Mr. James F. Keating
Regional Supervisor
Idaho State Department of
Fish and Game
109 West 44th
Garden City, Idaho 83704

Dear Sir:

NPW No. 071-OYC-1-000288
Snake River Mile 372

The Walla Walla District of the Corps of Engineers has forwarded to us your comments concerning our proposed work on the Snake River Bridge at Mile 372, Ontario, Oregon.

In our contract for this project, we will specify that the contractor is to do no work in the stream bed during the months of May and June in order to avoid any harmful effect on the spawning of resident species of fish.

The bottom sediment in this part of the river consists of gravels and sandy gravels which are clean and present little hazard of siltation. Eight to nine feet below the surface of the river bed lies a layer of highly compacted and partially cemented hard siltstone, verging on shale. As long as it is kept wet, this material will not crumble and is very unlikely to erode. There should therefore be no problem of any material stored in the stream bed eroding and washing downstream.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

WAE:mc ja

cc Walla Walla District
Corps of Engineers

STATE OF IDAHO

DEPARTMENT OF FISH AND GAME

REGION 3
109 WEST 44TH
GARDEN CITY, IDAHO 83704

April 6, 1976

Colonel Nelson Conover, District Engineer
Department of the Army
Walla Walla District, Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington 99362

Dear Colonel Conover:

RE: NPW NO: 071-OYC-1-000288
Snake River, Mile 372

The Snake River at river mile 372 supports populations of channel catfish, flathead catfish, largemouth bass, smallmouth bass, black crappie, bluegill sunfish and pumpkinseed sunfish. All of these fish spawn in the spring from May through June. Any extremes in turbidity during that period of time could result in destruction or silting of eggs.

We would also like to see all precautionary measures taken to insure that any material stored in the river will not erode and wash downstream.

Sincerely,

DEPARTMENT OF FISH AND GAME
Joseph C. Greenley, Director

James F Keating
James F. Keating
Regional Supervisor

cc: Environmental Services

Incl 1

14 APR 1976

March 3 1849

United States Department of the Interior

FISH AND WILDLIFE SERVICE
1500 N.E. IRVING STREET
P.O. BOX 3737
PORTLAND, OREGON 97208

Reference: ES

APR 14 1976

Colonel Nelson P. Conover
District Engineer
Walla Walla District, Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Re: 071-OYC-1-000288
Snake River
Ore. Dept. of
Transportation

Dear Colonel Conover:

We have reviewed the proposed plans as advertised in the referenced public notice.

These comments have been prepared under the authority of and in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and other authorities mandating Department of the Interior concern for environmental values. They are also consistent with the intent of the National Environmental Policy Act of 1969.

Placing loose dredge materials in a moving stream is environmentally undesirable as is the placing of these same loose materials back on the riprap. The continual erosion of this stockpile and the replacement will cause unnecessary downstream sedimentation.

Therefore, we recommend that all dredge materials be removed from the river and placed upland in an area that will not affect riparian vegetation, and that all fill materials placed over the footing be of durable riprap stone devoid of fines to reduce siltation downstream.

The above views and recommendations constitute the report of the Department of the Interior on the subject public notice.

Sincerely yours,

R. Kahler Martinson
Regional Director

16 APR 1976

By D. H. Reese
D. H. Reese

CONSERVE AMERICA'S ENERGY

Incl 2

Save Energy and You Serve America!

9867

1859

ROBERT W. STRAUB
GOVERNOR

RECEIVED
STATE HWY ENGR
APR 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 28, 1976

cy Hunt
Tergin
4-29-76

NOTED
E. S. HUNTER

District Engineer
Corps of Engineers
U. S. Army
Walla Walla District
City-County Airport - Building 602
Walla Walla, WA 99362

Att: Duane M. Downing
Chief, Operations Division

Ref: PN 071-OYC-1-000288 (Snake River - Bridge Pier Footing Protection)

Dear Sir:

I approve the project subject to the conditions outlined in Material Removal/Fill Permit No. 1900 to be issued by the Division of State Lands, with the additional requirement that spoil sites shall be approved by an Idaho or Oregon natural resource agency.

Sincerely,

Governor

RWS:kp

cc: Oregon Department of Transportation
Division of State Lands
Department of Environmental Quality
Department of Fish & Wildlife
U.S. Fish & Wildlife Service

COPY

9867

United States Department of the Interior

FISH AND WILDLIFE SERVICE
1500 N.E. IRVING STREET
P.O. BOX 3737
PORTLAND, OREGON 97208

Reference: ES

April 27, 1976

Colonel Nelson P. Conover
District Engineer
Walla Walla District, Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

NOTED
E. S. HUNTER

Re: 071-1-000288
Snake River
Oregon Dept. of
Transportation

Dear Colonel Conover;

We have had an opportunity to review the drilling logs involved with the subject public notice.

We do not find any problem with utilization of dredged gravel layers for in-stream use or disposal, and we will remove our objection if arrangements are made for upland disposal of the consolidated silty material that lies below the gravel layers.

As we understand it, this material will only be a small percentage of the total amount dredged. Consequently, upland disposal of the material should not work a hardship on the applicant.

Sincerely yours,

R. Kahler Martinson
Regional Director

By D. H. Reese
D. H. Reese

cc: ID Dept. Fish & Game
EPA
NMFS
ES, Boise

RECEIVED
STATE HWY ENGR
APR 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy Hart
Pergin
4-29-76

CONSERVE
AMERICA'S
ENERGY

Save Energy and You Serve America!

9867 455 N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 14, 1976

Donald L Trout

FROM: Donald L. Trout
Design Office Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Snake River Bridge
Olds Ferry-Ontario Highway
Malheur County
Prefix 123-1950

C&A 4171

It was brought to my attention that the agreement between Oregon and the State of Idaho says that costs for the project will be divided as follows:

1. Total costs for the bridge will be split 50-50.
2. Idaho will pay all costs for the approach in Idaho.
3. Oregon will pay all costs for the Oregon approach.

Oregon is to do all the design and construction work and be reimbursed by Idaho as the work progresses. The Accounting Section is at the point where they want to bill the State of Idaho for design work accomplished so far. They need to know how to break down the design costs for each approach as the costs they have accumulated from weekly time slips, etc., show no breakdown.

The types of work, plans, typical sections, estimates, length of the approaches, etc., are comparable for each approach and it seems reasonable that the design costs in the Road Design Section could be divided in comparison to the cost estimate for each approach.

✓ The cost estimate for the Idaho approach is $101,633.00 and the Oregon approach is estimated at $83,602.00. The ratio of this would be 55% for Idaho and 45% for Oregon. If this procedure is acceptable to you, we will furnish these percentages to the Accounting Section so they can prepare the billing for Idaho. We will not attempt to break down the respective costs here in the Road Design Section - it will be done in the Accounting Section.

DLT:jh
cc: V. E. Skoog

OK.

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Versteeg
Olson
Christensen
Scott
Swenson
Savage
T Trout T

RECEIVED
APR 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

copy to Skoog

9967

628-H

March 8, 1976

Mr. Duane M. Downing
Chief, Operations Division
Corps of Engineers
Walla Walla District
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Mr. Downing:

Dredging Permit
Snake River Bridge, No. 1000B
Olds Ferry-Ontario Spur, Malheur County
Your File No. 071-OYC-1-000288

It is our understanding that the questions concerning the excavation and backfilling for the piers of the subject structure, brought up in your February 26 letter, have been satisfactorily answered by a telephone conversation between Mr. Don Keyes of our Location Section and Mr. Van Scotter of your office.

Basically, it is our plan that the excavated material be side-cast at the pier site and riprap placed underwater and covered by excavated material to the original streambed. We estimate 1,200 cubic yards of backfill and 600 cubic yards of riprap will be placed in the streambed. Excess material will then be disposed of above the high water line as directed by the Engineer.

Any further questions should be directed to this office.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
Walt Hart
Frank Terpin (enc.)

PMO:dh ja

DEPARTMENT OF DEFENSE

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

23 February 1976

RECEIVED
STATE HWY ENGR
FEB 25 '76
REFER TO
Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Hunter:

This will acknowledge receipt of your letter of 18 February 1976 and attached Department of the Army permit application for work related to construction of the proposed westbound lanes of the Highway 30 bridge over the Snake River near Ontario, Oregon. Under requirements of Section 404 of the Federal Water Pollution Control Act, a Department of the Army permit is required for the discharge of dredged or fill material into navigable waters. Your application has been assigned Number 071-0YC-1-000288 which should be referred to in future correspondence.

✓ Additional information is required in regard to handling of the excavated materials to be used as backfill. Will these materials be stored in the water adjacent to the piers, or removed from the area and replaced over the riprap while in a dewatered condition behind a cofferdam? The volume of the backfill material is also needed.

If you should have any questions, please do not hesitate to contact Clarence Van Scotter or Dean Hilliard at 509-525-5500, extensions 631 and 636, respectively.

Sincerely yours,

Duane M. Downing

DUANE M. DOWNING
Chief, Operations Division

RECEIVED
FEB 26 1976
BRIDGE SECTION

NOTED
P. M. OAKLEY

NOTED
L. L. WALLACE

9867

February 18, 1976

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, WA 99362

Dear Sir:

Snake River Bridge
Ontario Spur
Malheur County

We are applying for a permit to excavate in the streambed for work included in the subject prodect. Details of the work are shown on the drawings which accompany the enclosed permit application. The watercourse involved is the Snake River.

We are enclosing for your information copies of our request for a permit from the Coast Guard, the Coast Guard's public notice and the Coast Guard permit.

It is anticipated that bids will be received in June 1976. We are required to advertise for bids 30 days before the bid opening. Your earliest decision would be appreciated.

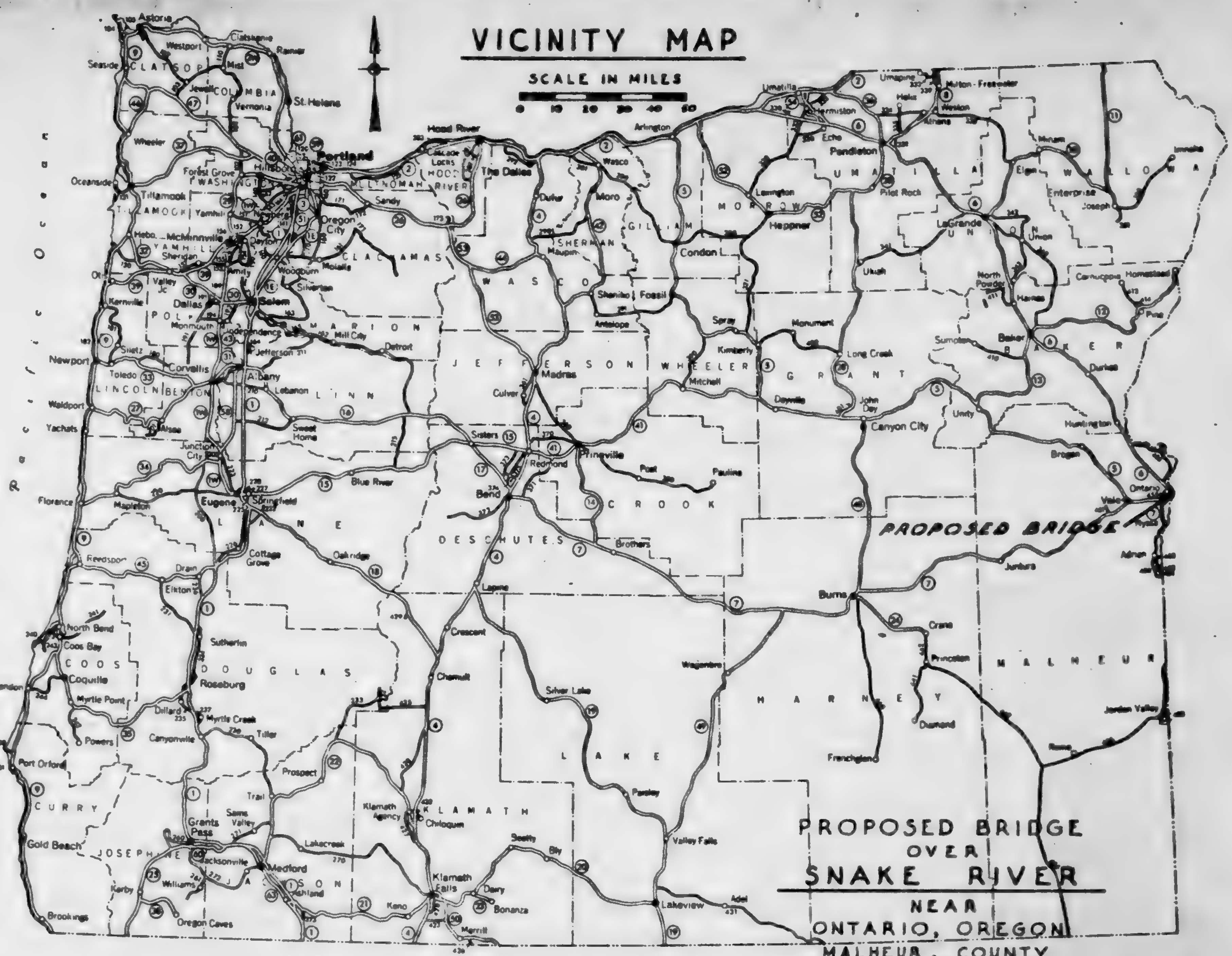
Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

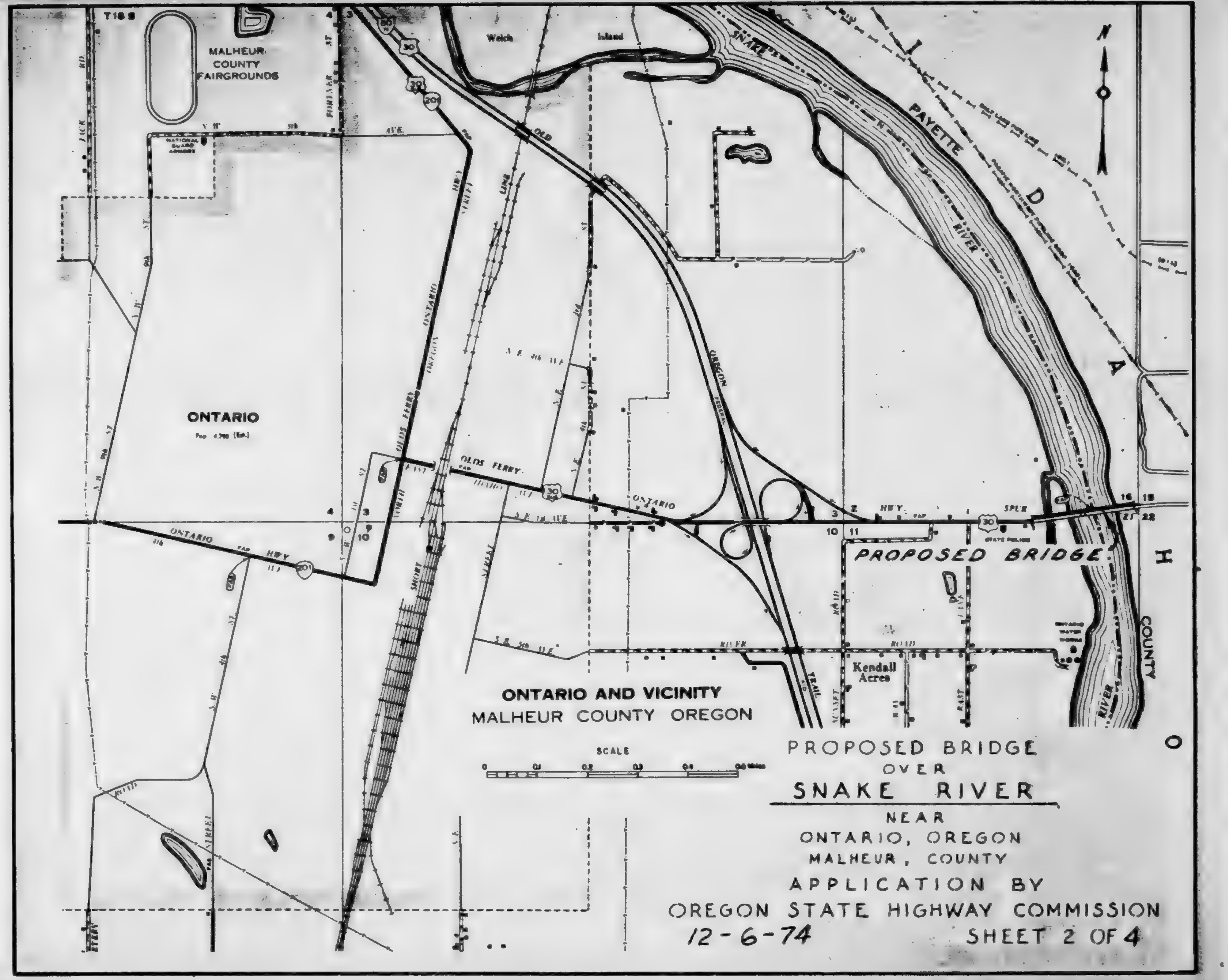
Enc.

bc: F. B. Klaboe
Frank E. Terpin (w/att) (application)
D. E. Keyes (w/att)
J. H. Versteeg

DEK:mc dpy

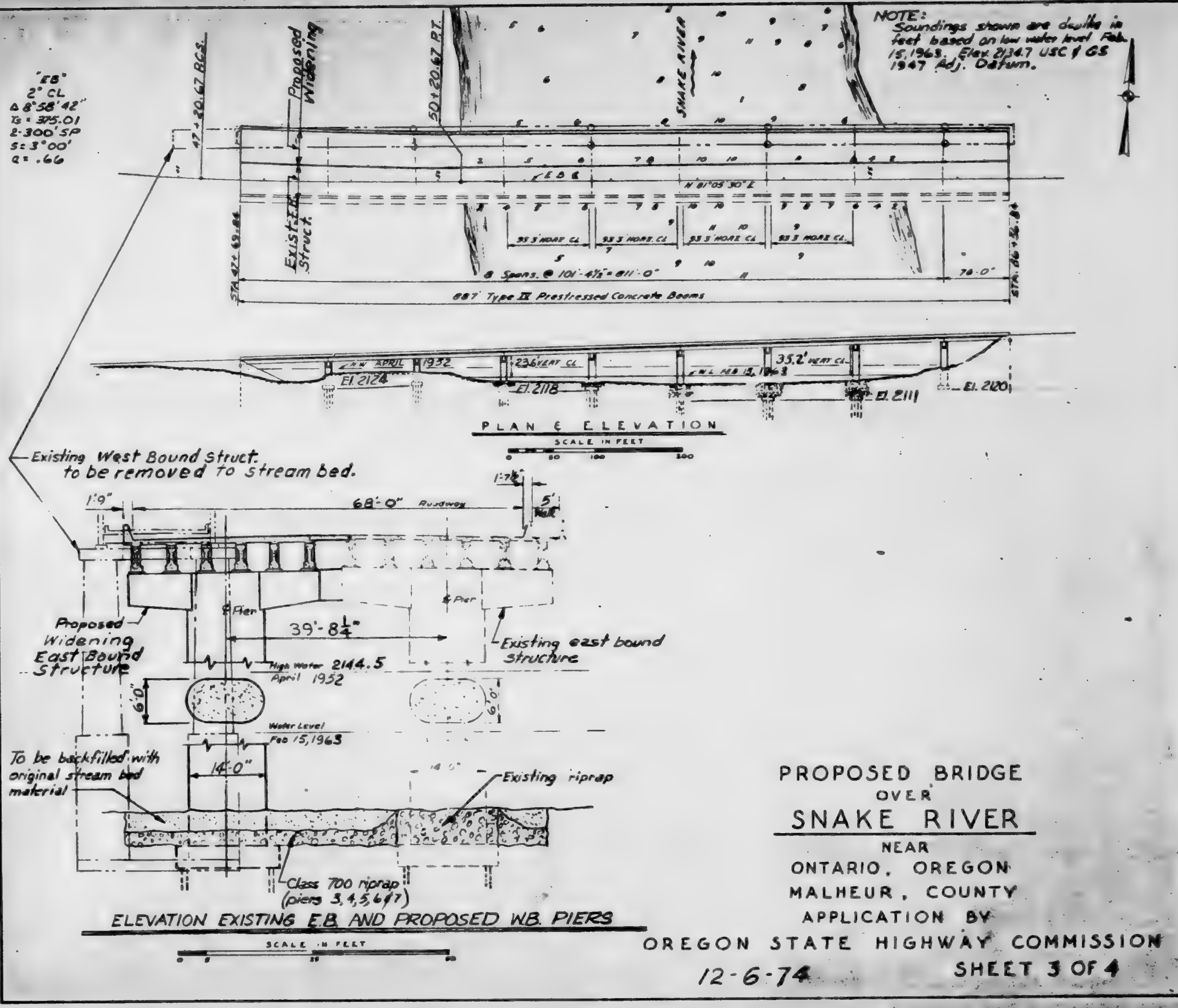

VICINITY MAP
SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
Pacific Ocean
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
CLACKAMAS
YAMHILL
POLK
MARION
LINCOLN
BENTON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
CROOK
JEFFERSON
WASCO
SHERMAN
GILLIAM
MORROW
WHEELER
GRANT
UMATILLA
UNION
WALLOWA
BAKER
HARNEY
MALHEUR
Portland
Salem
Eugene
The Dalles
Pendleton
Bend
Burns
Ontario
Vale
Medford
Klamath Falls
Lakeview

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74 SHEET 1 OF 4



ONTARIO AND VICINITY
MALHEUR COUNTY OREGON
SCALE
0
0.1
0.2
0.3
0.4
0.5 Miles
ONTARIO
Pop 4,790 (Est.)
MALHEUR COUNTY FAIRGROUNDS
NATIONAL GUARD ARMORY
T18S
Welch
Island
SNAKE
RIVER
PAYETTE
I
D
A
H
O
COUNTY
N
PROPOSED BRIDGE
OLDS FERRY
ONTARIO
HWY.
SPUR
STATE POLICE
OREGON
FEDERAL
TRAIL
OLD
SHORT
LINE
NORTH
RIVER
ROAD
Kendall Acres
SUNSET
EAST
30
20
201
16
15
21
22
10
11
3
2
4

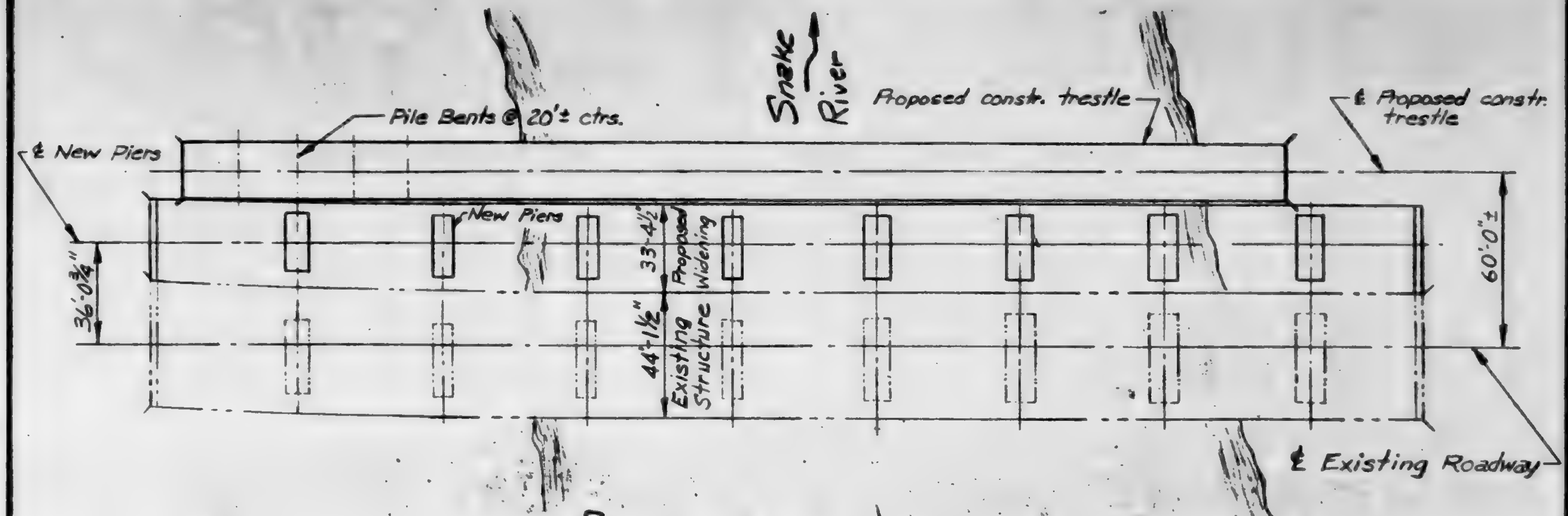
PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74
SHEET 2 OF 4


"EB"
2° CL
Δ 8°58'42"
Ts = 375.01
2-300' SP
S = 3°00'
e = .66
47+20.67 BCS.
Proposed Widening
50+20.67 PT.
SNAKE RIVER
NOTE:
Soundings shown are depths in feet based on low water level Feb. 15, 1963. Elev. 2134.7 USC & GS 1947 Adj. Datum.
EB ℄
N 81°05'30" E
Exist. E.B. Struct.
STA 47+69.84
93.5' HORZ. CL
93.5' HORZ. CL
93.5' HORZ. CL
93.5' HORZ. CL
8 Spans @ 101'-4½" = 811'-0"
76'-0"
887' Type III Prestressed Concrete Beams
STA 56+56.84
H.W. APRIL 1952
El. 2124
23.6' VERT. CL
El. 2118
L.W.L. FEB 15, 1963
35.2' VERT. CL
El. 2111
El. 2120
PLAN & ELEVATION
SCALE IN FEET
0
50
100
200
Existing West Bound Struct. to be removed to stream bed.
1'-9"
68'-0" Roadway
1'-7½"
5' Walk
℄ Pier
℄ Pier
39'-8¼"
Proposed Widening East Bound Structure
Existing east bound structure
High Water 2144.5 April 1952
6'-0"
6'-0"
Water Level Feb 15, 1963
14'-0"
14'-0"
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap (piers 3, 4, 5, 6 & 7)
ELEVATION EXISTING E.B. AND PROPOSED W.B. PIERS
SCALE IN FEET

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION

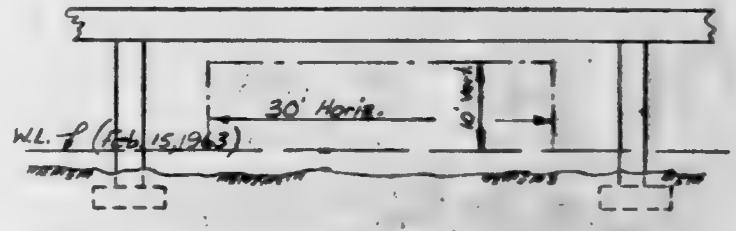
12-6-74

SHEET 3 OF 4


Snake River
Pile Bents @ 20'± ctrs.
Proposed constr. trestle
℄ Proposed constr. trestle
℄ New Piers
New Piers
36'-0¾"
33'-4½"
Proposed Widening
44'-1½"
Existing Structure
60'-0"±
℄ Existing Roadway

P L A N

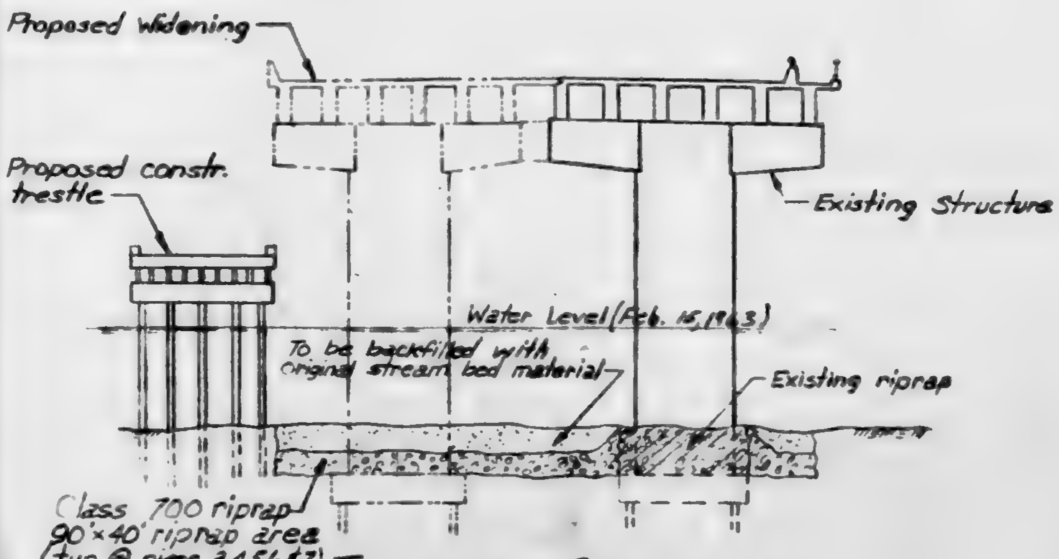
0 25 50 100
SCALE IN FEET


30' Horiz.
10' Vert.
W.L. ℄ (Feb. 15, 1963)

CONSTRUCTION CLEARANCES

NO Scale

The contractor shall provide the horizontal and vertical navigation construction clearances shown above in any part of any one river span,


Proposed Widening
Proposed constr. trestle
Existing Structure
Water Level (Feb. 15, 1963)
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap
90'×40' riprap area
(typ. @ piers 3,4,5,6 & 7)

TYPICAL SECTION

0 5 25 50
SCALE IN FEET

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-17-74 SHEET 4 OF 4

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).	2. Date. Day Mo. Yr.	3. For official use only.

4. Name and address of applicant.

Oregon Department of Transportation
Highway Division
State Highway Building
Salem OR 97310

Telephone number 378-6516 Social Security No. N/A

5. Name, address, and title of applicant's authorized agent for permit application coordination.

E. S. Hunter
Deputy State Highway Engineer
State Highway Building
Salem OR 97310

Telephone Number 378-6516

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance.

Snake River Bridge, Ontario Spur - Widening existing eastbound structure, removal of westbound excavation in the streambed in order to construct the support footings. 600 cu. yds. of riprap will be required to backfill the footings.

7. Proposed use.

Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

M. Smit, c/o R. V. & E. L. Shoemaker

O. Pridgen

9. Location where proposed activity exists or will occur.

Sec. 2 & 11 Twp 18S Rge 47E (Where applicable)

Oregon	Malheur		Ontario
State	County	In - City or Town	Near - City or Town

10. Name of waterway at location of the activity. Snake River

ENG FORM 1 APR 74 4345 REPLACES ENG FORMS 4345 AND 4345-1 (PART A), MAY 71 AND 4345-1 (PART B), JUN 71, WHICH ARE OBSOLETE.

(ER 1145-2-303)
(EP 1145-2-1)

11. Date activity is proposed to commence. June 1976

Date activity is expected to be completed. June 1979

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed ____________. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
U.S. Coast Guard	Construction	Amendment 144-75	1-15-75	12-9-75
Division of State Lands	Removal/Fills	1900	3-4-75	3-11-75

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

E. G. Hunter

Signature of Applicant

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Serial 18
24 January 1975

RECEIVED
STATE HWY ENGR
JAN 30 '75
REFER TO
FOR
Info Inves R/D D.R Sig Act File

E. JOHNS

NOTED
E. S. HUNTER

In reply refer to
Proposed bridge widening
Crossing the Snake River
near Ontario, Oregon

PUBLIC NOTICE NO. 75-N-03

BRIDGES

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District from Oregon State Highway Division for approval of location and plans to widen an existing fixed highway bridge across a navigable waterway.

WATERWAY AND LOCATION

Snake River Mile 372.0 near Ontario, Oregon (Highway U.S. 30).

CHARACTER OF WORK

The proposal is to replace the existing steel truss bridge which carries the two westbound traffic lanes of Highway U.S. 30. This truss bridge was reconstructed in 1924 in accordance with permit granted 4 October 1923.

Under permit dated 7 July 1966 a second bridge was constructed in 1968 adjacent upstream to the steel truss bridge. This newer bridge now carries the two eastbound traffic lanes. This proposal is to widen the bridge constructed in 1968 to carry both east and west bound traffic lanes. The old steel truss bridge reconstructed in 1924 would be completely removed.

Navigation clearances after the bridge is widened will be the same as provided by the bridge which was constructed in 1968.

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the bridge widening will be granted rests upon the effect of the proposal on navigation, environment, etc. Other pertinent facts, such as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc., will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. The applicant has conducted an environmental assessment of the proposal and has concluded the project is a non-major Federal action and, therefore, not subject to NEPA treatment. The Coast Guard will conduct an independent investigation of the environmental effect the proposed bridge widening will have on the quality of the human environment. From information presently available, it appears the proposal will be considered a non-major federal action.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, on the suitability of the location, adequacy of the navigation clearances, and effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of Commander, Thirteenth Coast Guard District, Attn: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, through 3 March 1975.

This notice consists of two pages, four sheets of drawings and one sheet Oregon Department of Environmental Quality Public Notice.

R. V. HACKNEY
Captain, U.S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Drawings (4)
(2) P/N Ore DEQ

1000B

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 15, 1975

Commander (oan)
13th Coast Guard District
U. S. Coast Guard
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Proposed Widening of Eastbound Structure
Across the Snake River at Ontario, Oregon
Bridge No. 1000 B

Application is hereby made by the Highway Division of the State of Oregon at Salem, Oregon for approval by the Commandant of the Coast Guard of plans for a bridge widening to be constructed across the Snake River at Ontario, Oregon, 372 miles above the mouth of the waterway. One set of reproducibles and four prints each of Sheets 1 through 4 of the permit drawings are enclosed.

Legal authority for the structure is found in the General Bridge Act of 1946, amended. Enclosed are four certified copies of the Oregon Transportation Commission's approval for the subject project. This structure will be financed by State and Federal funds.

The two existing bridges were constructed under navigation permits issued by the U. S. Army Corps of Engineers. The westbound bridge permit was dated October 5, 1923 and the eastbound bridge permit was dated July 7, 1966.

The existing westbound bridge will be removed completely to the natural streambed and replaced by widening the existing eastbound bridge as shown on Sheet 3 of the drawings. Proposed construction clearances are shown on Sheet 4.

This application is being sent to you prior to availability of the Environmental Impact Statement in order that processing may be started. The environmental assessment is nearly completed and will be forwarded to the Federal Highway Administration this week for concurrence. It is anticipated

NOTED
R. W. ELLISON

NOTED
P.M. OAKLEY

NOTED
L. L. WALLACE

RECEIVED
JAN 15 1975
BRIDGE DIVISION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

that their concurrence will be received approximately one week later. The assessment will identify the project as a nonmajor action or will require a negative declaration. You will be furnished a copy as soon as it is available.

This project is being developed for financing under the Federal Special Bridge Replacement Fund. Funding levels under this program are highly indeterminate. It is anticipated there may be an increase in the funding levels, depending upon the future state of the economy. Because of this uncertainty, we request the permit time limits indicate a commencement of construction within three years and completion within five years of the date of the permit.

Please advise us of any requirements for navigation lights on this project.

It is requested that the Coast Guard issue a permit for this construction.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

Enc.

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. L. Schroeder
Walter J. Hart
D. H. Moehring
L. W. Rulien
Gary Potter
W. E. Schwartz

RWE:dh ja

RECEIVED
JAN 15 1975
BRIDGE DIVISION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, D.C. 20590
PHONE:

AMENDMENT TO BRIDGE PERMIT
(144-75)

9 DEC 1975

WHEREAS by a permit issued 7 July 1966, the Secretary of the Army approved the location and plans of a bridge to be constructed by the Oregon State Highway Department across the Snake River near Ontario, Oregon, under authority of the General Bridge Act of 1946, and that the bridge was constructed;

AND WHEREAS certain functions, powers and duties of the Secretary of the Army under said act were transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and have been delegated by the Secretary to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations;

AND WHEREAS the - STATE OF OREGON - has submitted for approval plans for the modification of the bridge;

NOW THEREFORE, This is to certify that the location and plan sheets 1, 2 and 3 (of 4) dated 6 December 1974 and sheet 4 dated 17 December 1974 hereby approved supersede the plans previously approved and are subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to modification of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the modification of the bridge to the satisfaction of the District Commander, when in his judgment the modification work has reached a point where such action should be taken.

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the U. S. Army Corps of Engineers, Walla Walla District; U. S. Department of the Interior, Fish and Wildlife Service; State of Oregon, Office of the Governor; Idaho Fish and Game Department, Region III; Idaho Department of Lands, Division of Recreation and Watersheds; State of Idaho,

9 DEC 1975

Department of Water Resources, or any other federal, state or local authority having cognizance of any aspect of the location, modification or maintenance of said bridge.

4. All parts of the existing U. S. 30 Highway bridge, mile 372.0, identified as the westbound structure on approved plan sheet 3 (of 4) dated 6 December 1974, shall be removed down to or below the natural bottom of the waterway. The waterway shall be cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. A period of 180 days subsequent to completion of the modification of the existing eastbound bridge will be allowed for such removal and clearance.

5. The approval hereby granted shall cease and be null and void unless modification of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

J. R. Kirkland
Captain, U. S. Coast Guard
Chief, Bridge Division
By direction of the Commandant

RECEIVED
DEC 17 1975
BRIDGE SECTION

9161

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 3, 1976

TO
L. W. Rulien
Gary Potter
J. H. Versteeg
Walter J. Hart
D. H. Moehring

FROM
E. S. Hunter
Deputy State Highway Engineer

SUBJECT Special Bridge Replacement Fund Projects

There is indication that additional Special Bridge Replacement funds may become available from the Federal Highway Administration about the end of February. In order to participate in this release of funds, a program request, based on future allocations of funds, should be sent to the Federal Highway Administration as soon as possible. The projects must also be brought to PS&E stage by June 30, 1976 to be eligible for these funds.

The Yachats River Bridge, Alsea Bay Bridge reconstruction, and Snake River Bridge replacement at Ontario are being considered for funding with the additional Special Bridge Replacement funds if and when they become available.

Attached are outlines of most steps necessary to accomplish this. Each Section should complete its responsibilities in a timely manner, and as rapidly as possible, in order that we may be ready to go if additional Special Bridge Replacement funds are released.

Attachments

cc F. B. Klaboe
R. L. Schroeder (enc.)
H. S. Coulter "

RWE:dh/ESH:ja

SNAKE RIVER BRIDGE AT ONTARIO

Steps required to advance project to contract:

1. Send construction program request to Federal Highway Administration. This does not obligate funds until they are available. Requires the following:
    - (a) Project assessment -- has been completed.
    - (b) A-95 -- has been completed.
    - (c) Cost Estimate (by Bridge).
    - (d) Description of work (by Bridge).
    - (e) Request for programming based on future allocation of funds (by Project Management when (a) through (d) completed).
2. Determine eligibility for Special Bridge Replacement funds (by Maintenance).

    This bridge now qualifies for SBR funding.
3. Complete contract plans and specifications ready for PS&E (by Bridge and Specifications).
4. Work up finance agreement between State of Oregon and State of Idaho (by Bridge).
5. Request PS&E (by Project Management).
    - (a) Contingent upon state of finance agreement.
    - (b) Prior to June 30, 1976 if additional SBR funds become available.
    - (c) Coast Guard permit has been obtained.

RWE:dh ja

9867

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Snake River Bridge

Highway: Olds Ferry - Ontario #455

County: Malheur

Prefix: 123-1950

Res. Engr:

Date January 22, 1976

Ten Year Traffic Coefficient 9.1

18 kip s.a. per day 274.9

R value 10

Frost Penetration 24"±

CBE Total Requirement 29.0"

STRUCTURAL SECTION
NEW WORK

NOTED
E. S. HUNTER

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C.(F.A.)	4.0
4.0"	A.C.(I)	8.0
6.0"	T.B.	11.0
6.0"	A.B.	6.0
18.0"		29.0

RECEIVED
STATE HWY ENGR

JAN 26 '76

REFER TO

FOR

Info

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Snake River Bridge
Highway: Olds Ferry - Ontario #455
County: Malheur
Prefix: 123-1950
Res. Engr:

Date January 22, 1976
Ten Year Traffic Coefficient 9.1
18 kip s.a. per day 274.9
R value 10
Frost Penetration 24"+
CBE Total Requirement 29.0"

STRUCTURAL SECTION
~~NEW WORK~~
EXISTING ROADWAY (WHERE UTILIZED)

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C.(F.A.)	
2.0"	A.C.(I) (with an extra allowance for leveling)	

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

G867

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 18, 1975

NOTED
E. S. HUNTER

Mr. B. E. Sessions
Chief of Development
Idaho Transportation Department
3311 W. State St.
P O Box 7129
Boise, ID 83707

Dear Mr. Sessions:

Snake River Bridge
Ontario, Oregon
Coast Guard Bridge Permit

Attached for your information is a copy of the Coast Guard Bridge Permit for the subject structure.

We are hoping that funds will become available in order that a bridge can be constructed in the not too distant future.

Very truly yours,

WALTER J. HART

Walter J. Hart
Bridge Engineer

RECEIVED
STATE HWY ENGR
DEC 19 '75
REFER TO
FOR
Info Inves R/D O.R Sign Att File

RWE/ag
Attach.

cc E. S. Hunter w/attach.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

3271
Serial 670
16 DEC 1975

Oregon State Highway Division
Attention: Mr. Bob Ellison
Assistant Bridge Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Please find enclosed a permit for your proposed new bridge across the Snake River at Mile 372.0 near Ontario, Oregon. Your attention is directed to the special conditions of the permit.

Should you require falsework for the purpose of erecting the bridge, a separate permit is required. It can be issued by this office and normally no additional public notice is required. Usually a permit for falsework can be issued within one week.

It is requested you inform this Coast Guard office at the time of start of construction and at monthly intervals thereafter. It is suggested the report include a xerox copy of the permit drawings with color pencil marking of the work performed. A final report is required on completion stating the bridge was constructed according to the approved plans. Note special condition No. 1 of the permit specifies there shall be no deviations from these plans without prior approval from the Commandant in Washington, D. C.

Sincerely,

R. C. Walton
R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
(1) Amendment to Bridge Permit (144-75)

DEC 19 '75
REFER TO
FOR
Info Inves R/D

RECEIVED
DEC 17 1975
BRIDGE SECTION

NOTED
R. W. ELLISON

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, D.C. 20590
PHONE:

AMENDMENT TO BRIDGE PERMIT
(144-75)

9 DEC 1975

WHEREAS by a permit issued 7 July 1966, the Secretary of the Army approved the location and plans of a bridge to be constructed by the Oregon State Highway Department across the Snake River near Ontario, Oregon, under authority of the General Bridge Act of 1946, and that the bridge was constructed;

AND WHEREAS certain functions, powers and duties of the Secretary of the Army under said act were transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and have been delegated by the Secretary to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations;

AND WHEREAS the - STATE OF OREGON - has submitted for approval plans for the modification of the bridge;

NOW THEREFORE, This is to certify that the location and plan sheets 1, 2 and 3 (of 4) dated 6 December 1974 and sheet 4 dated 17 December 1974 hereby approved supersede the plans previously approved and are subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to modification of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the modification of the bridge to the satisfaction of the District Commander, when in his judgment the modification work has reached a point where such action should be taken.

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the U. S. Army Corps of Engineers, Walla Walla District; U. S. Department of the Interior, Fish and Wildlife Service; State of Oregon, Office of the Governor; Idaho Fish and Game Department, Region III; Idaho Department of Lands, Division of Recreation and Watersheds; State of Idaho,

DEC 19 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9 DEC 1975

AMENDMENT TO BRIDGE PERMIT: Bridge across the Snake River near Ontario,
(144-75) Oregon

Department of Water Resources, or any other federal, state or local authority having cognizance of any aspect of the location, modification or maintenance of said bridge.

4. All parts of the existing U. S. 30 Highway bridge, mile 372.0, identified as the westbound structure on approved plan sheet 3 (of 4) dated 6 December 1974, shall be removed down to or below the natural bottom of the waterway. The waterway shall be cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. A period of 180 days subsequent to completion of the modification of the existing eastbound bridge will be allowed for such removal and clearance.

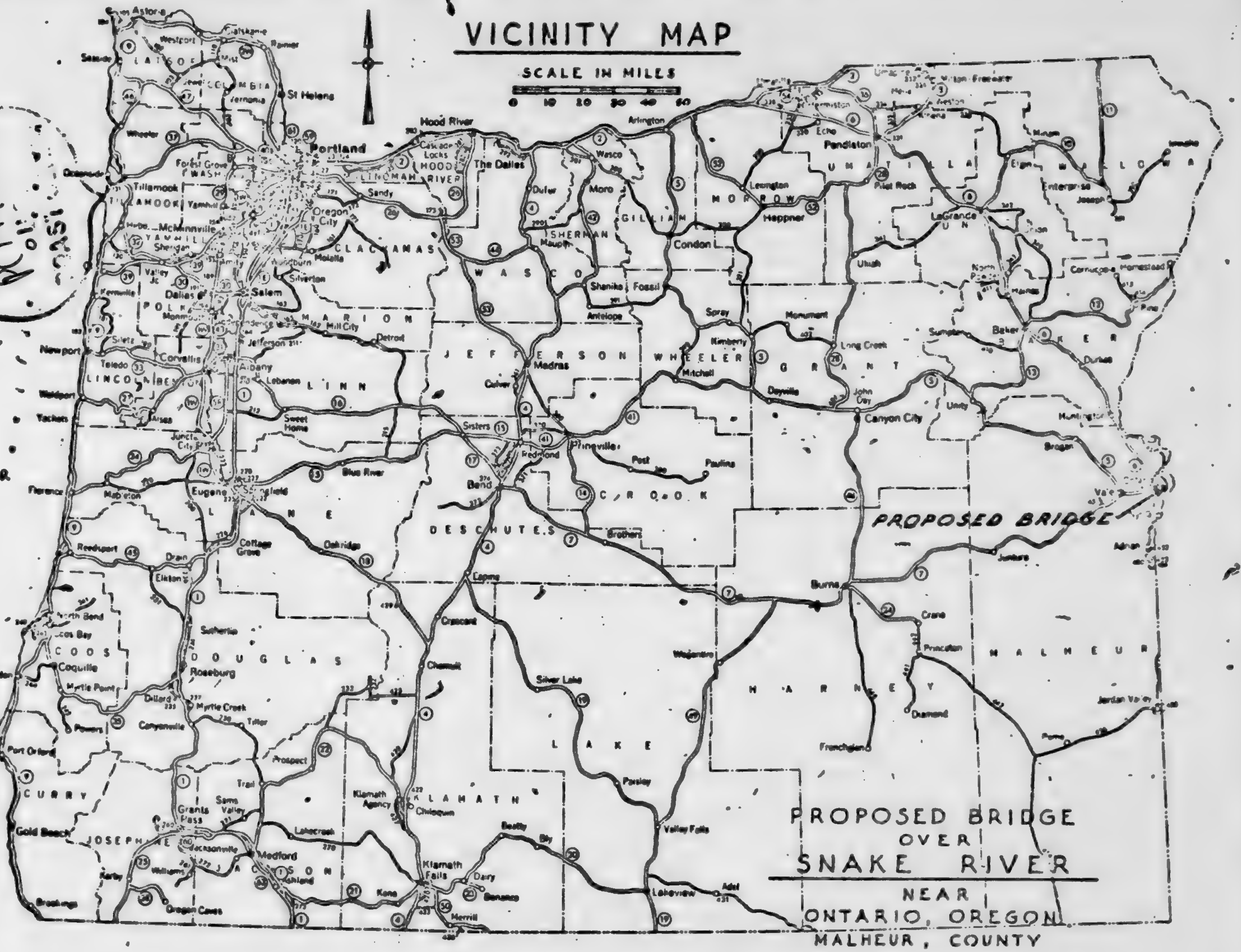
5. The approval hereby granted shall cease and be null and void unless modification of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

J. R. Kirkland
Captain, U. S. Coast Guard
Chief, Bridge Division
By direction of the Commandant

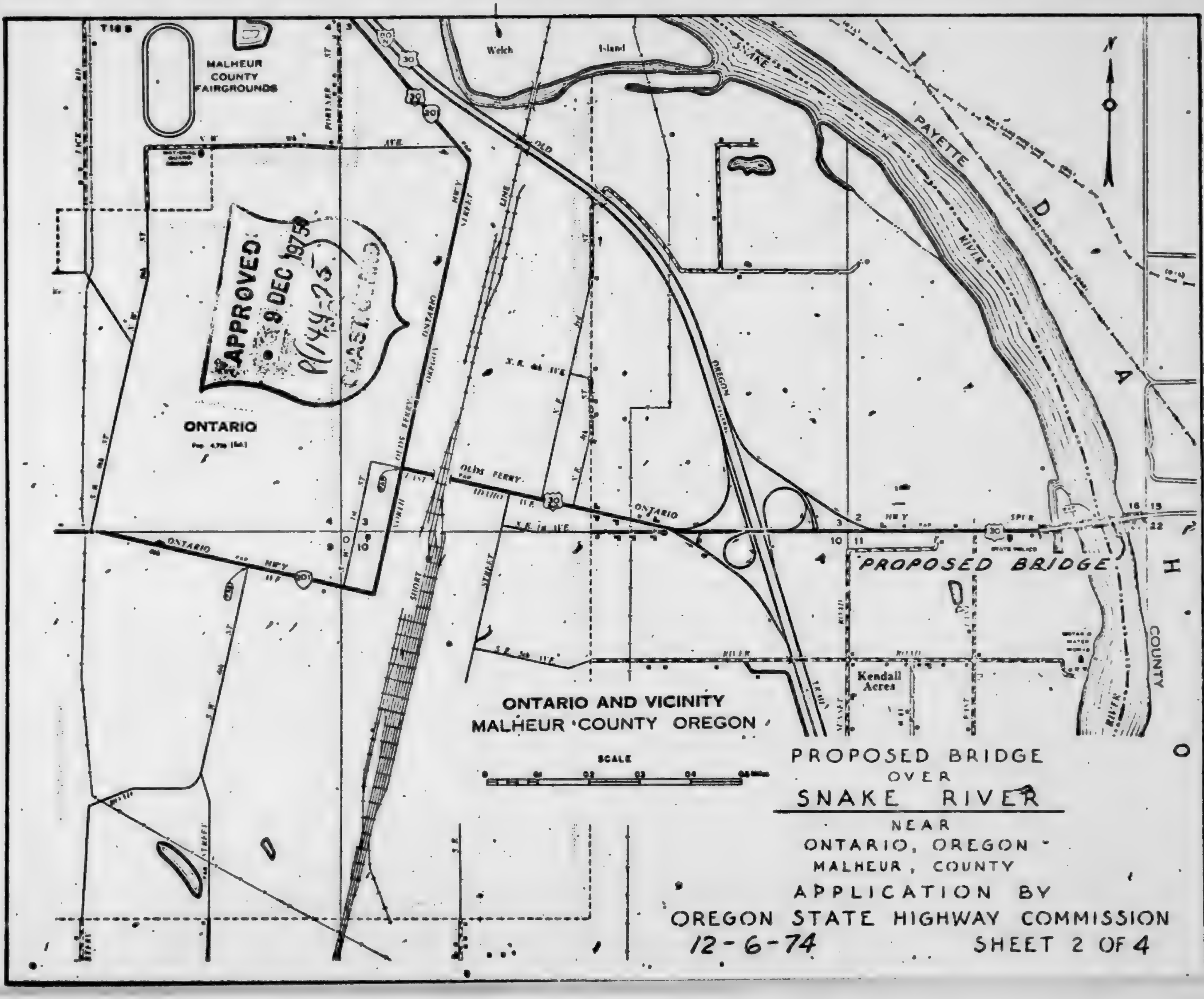
RECEIVED
DEC 17 1975
BRIDGE SECTION

APPROVED
9 DEC 1975
P(144-75)

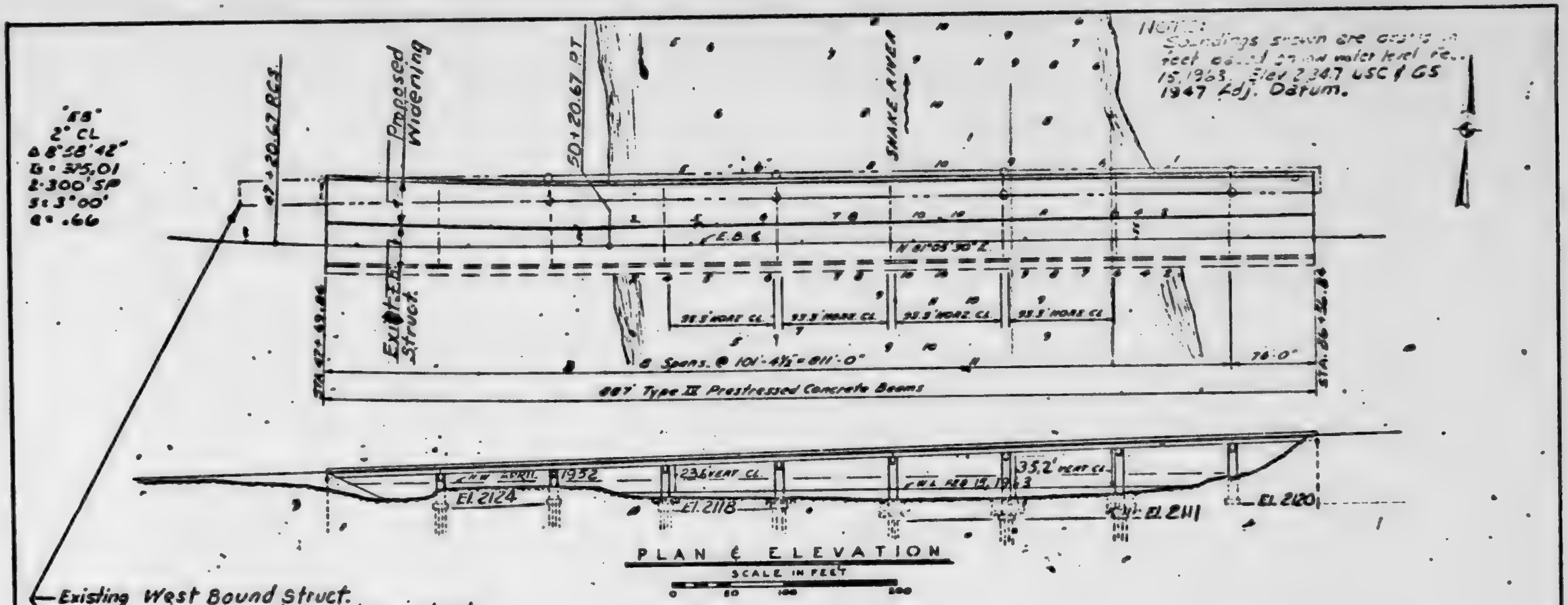
VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
Astoria
Seaside
Clatskanie
Rainier
Westport
St Helens
CLATSOP
COLUMBIA
Vernonia
Wheeler
Tillamook
TILLAMOOK
Forest Grove
WASH
Portland
Hood River
Cascade Locks
HOOD RIVER
MULTNOMAH
Sandy
Oregon City
CLACKAMAS
McMinnville
YAMHILL
Salem
Silverton
Molalla
MARION
Mill City
Detroit
Dallas
POLK
Newport
Toledo
Siletz
LINCOLN
BENTON
Corvallis
Albany
Lebanon
LINN
Sweet Home
Waldport
Yachats
Junction City
Florence
Eugene
Springfield
Blue River
LANE
Cottage Grove
Oakridge
Reedsport
Drain
Elkton
North Bend
Coos Bay
COOS
Coquille
Bandon
Myrtle Point
Powers
Port Orford
CURRY
Gold Beach
Brookings
Sutherlin
Roseburg
DOUGLAS
Dillard
Myrtle Creek
Tiller
Canyonville
Prospect
Trail
Sams Valley
Grants Pass
JOSEPHINE
Jacksonville
Medford
JACKSON
Ashland
Lakecreek
Kerby
Williams
Oregon Caves
The Dalles
Dufur
Wasco
Moro
SHERMAN
Maupin
WASCO
Shaniko
Fossil
Antelope
GILLIAM
Condon
Arlington
JEFFERSON
Madras
Culver
Sisters
Redmond
Prineville
Bend
DESCHUTES
CROOK
Post
Paulina
La Pine
Crescent
Chemult
KLAMATH
Klamath Agency
Chiloquin
Klamath Falls
Keno
Dairy
Bonanza
Merrill
Beatty
Bly
Silver Lake
LAKE
Paisley
Valley Falls
Lakeview
Adel
Brothers
Wheeler
WHEELER
Spray
Kimberly
Mitchell
Monument
Long Creek
GRANT
Dayville
John Day
Canyon City
Heppner
Lexington
MORROW
Echo
Hermiston
Umatilla
Pendleton
Pilot Rock
UMATILLA
Athena
Weston
Milton-Freewater
Elgin
LaGrande
UNION
Ukiah
North Powder
Haines
Baker
BAKER
Sumpter
Unity
Huntington
Brogan
Enterprise
Joseph
WALLOWA
Cornucopia
Homestead
Durkee
Vale
Juntura
Adrian
Burns
HARNEY
Crane
Princeton
Diamond
Frenchglen
Wagontire
MALHEUR
Jordan Valley
Rome

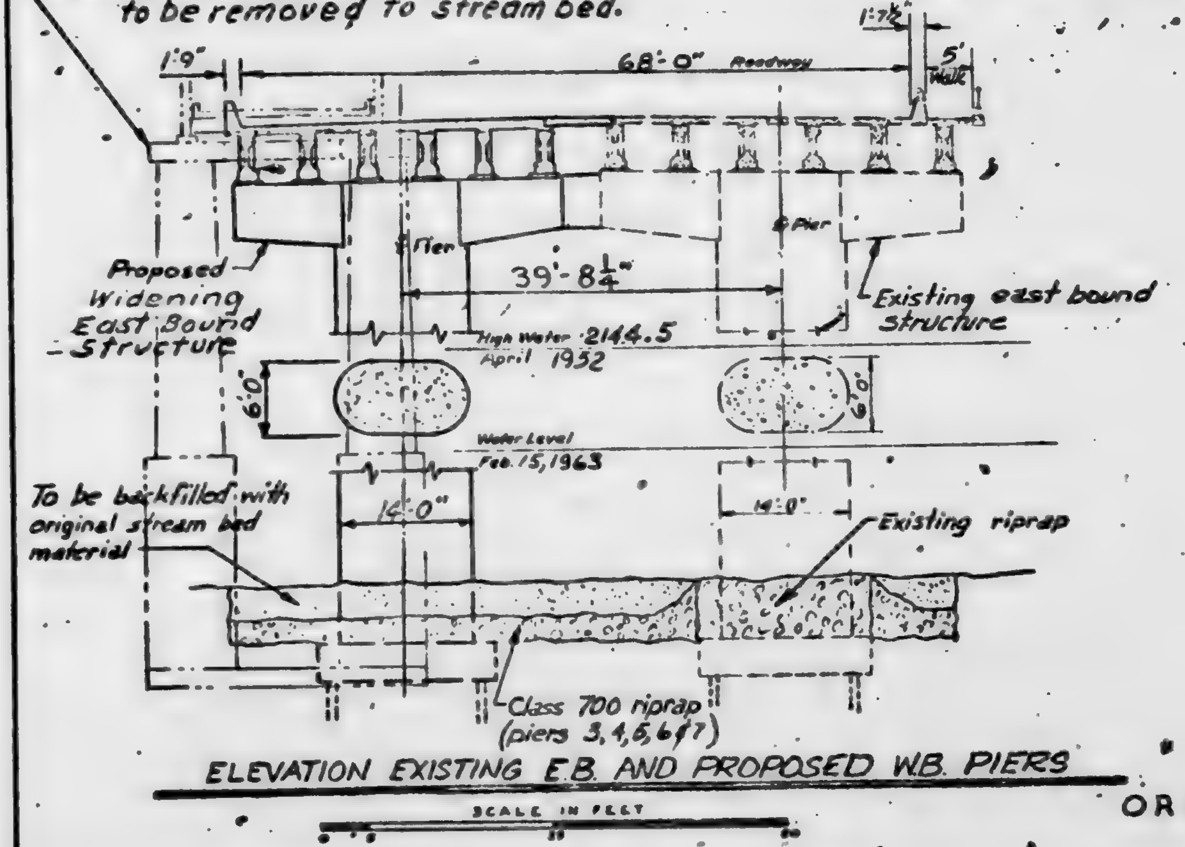
PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74 SHEET 1 OF 4


N
I D A H O
COUNTY
PAYETTE
SNAKE RIVER
RIVER
Welch
Island
MALHEUR COUNTY FAIRGROUNDS
T18S
ONTARIO
OREGON
OLD
OLDS FERRY
SHORT LINE
STREET
HWY
SPUR
PROPOSED BRIDGE
Kendall Acres
RIVER ROAD
30
201
ONTARIO AND VICINITY
MALHEUR COUNTY OREGON
SCALE
APPROVED
9 DEC 1975
P(149-75
COAST GUARD

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74
SHEET 2 OF 4


NOTE:
Soundings shown are depths in feet based on low water level Feb. 15, 1963. Elev 2134.7 USC & GS 1947 Adj. Datum.
"EB"
2° CL
Δ 8°58'42"
T = 375.01
L = 300' SP
S = 3°00'
e = .66
47+20.67 BCS
Proposed Widening
50+20.67 PT
SNAKE RIVER
Exist. E.B. Struct.
N 81°05'30" E
8 Spans @ 101'-4½" = 811'-0"
76'-0"
887' Type III Prestressed Concrete Beams
95.5' HORZ CL
23.6' VERT CL
35.2' VERT CL
H.W. APRIL 1952
L.W.L. FEB 15, 1963
El. 2124
El. 2118
El. 2111
El. 2120
STA. 86+52.84
SCALE IN FEET
0 50 100 200

PLAN & ELEVATION

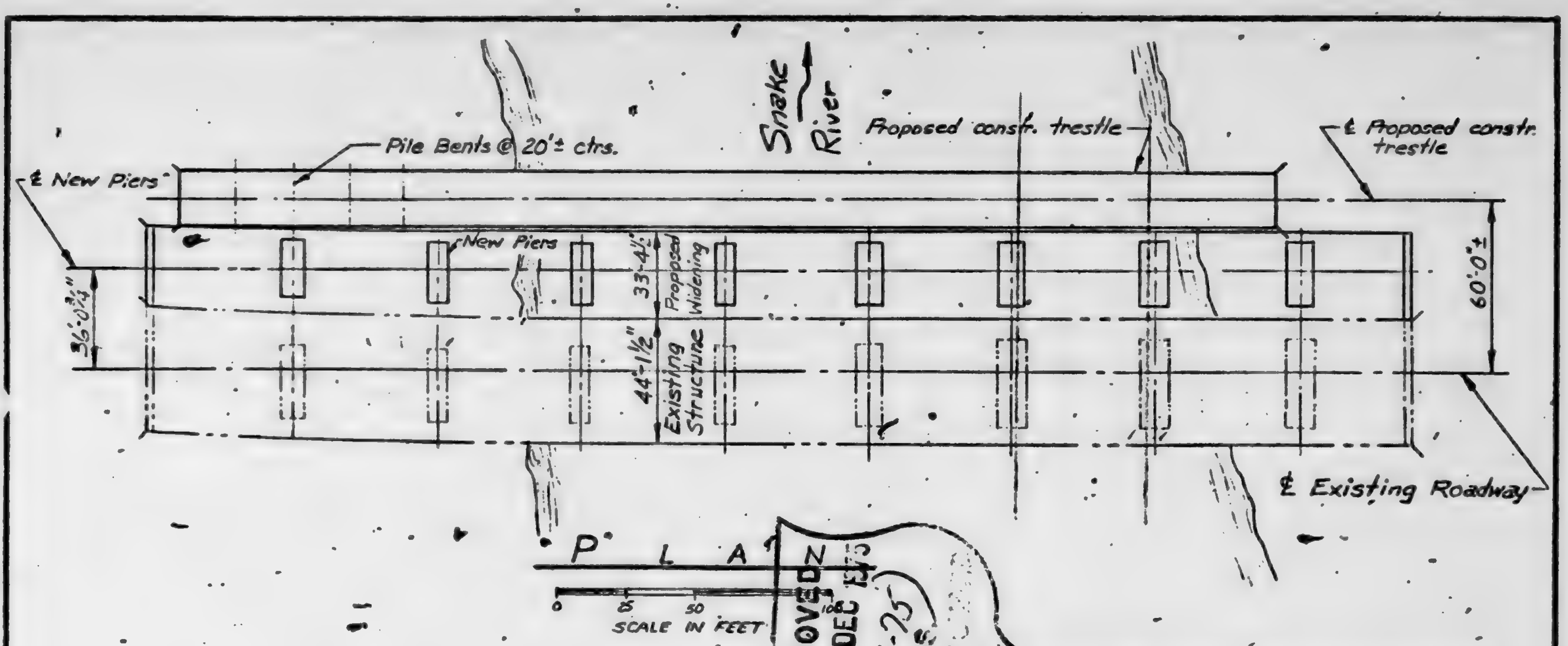

Existing West Bound Struct. to be removed to stream bed.
1'-9"
68'-0" Roadway
1'-7½"
5' Walk
Proposed Widening East Bound Structure
℄ Pier
39'-8¼"
Existing east bound structure
High Water 2144.5 April 1952
6'-0"
Water Level Feb. 15, 1963
To be backfilled with original stream bed material
14'-0"
Existing riprap
Class 700 riprap (piers 3, 4, 5, 6 & 7)
SCALE IN FEET

ELEVATION EXISTING E.B. AND PROPOSED W.B. PIERS

APPROVED
9 DEC 1975
P(144-75)

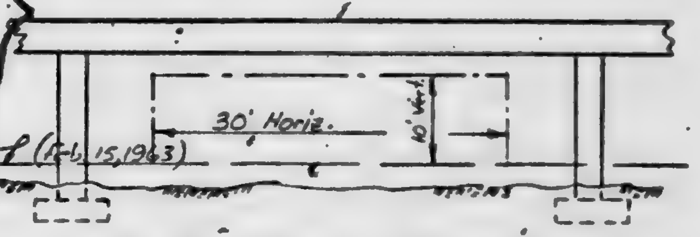
PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
SHEET 3 OF 4

12-6-74


Snake River
Pile Bents @ 20'± ctrs.
Proposed constr. trestle
℄ Proposed constr. trestle
℄ New Piers
New Piers
36'-0¾"
33'-4½" Proposed Widening
44'-1½" Existing Structure
60'-0"±
℄ Existing Roadway
0 25 50 100
SCALE IN FEET

P L A N

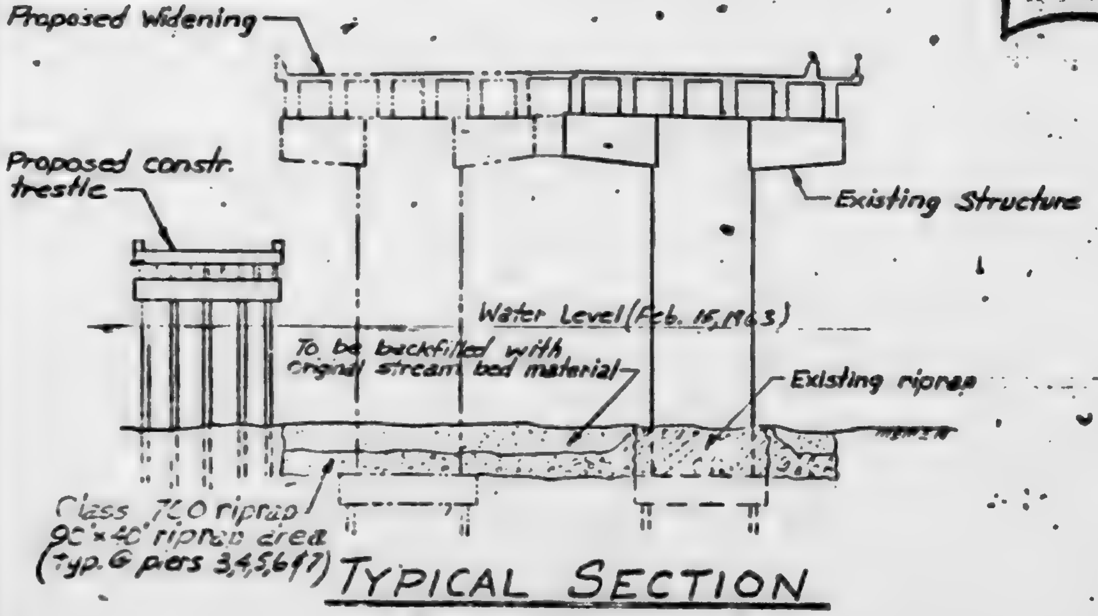
APPROVED
8 DEC 1975
(194-75)
U.S.
COAST


30' Horiz.
10' Vert.
W.L. ℄ (Feb. 15, 1963)

CONSTRUCTION CLEARANCES

No Scale

The contractor shall provide the horizontal and vertical navigation construction clearances shown above in any part of any one river span.


Proposed Widening
Proposed constr. trestle
Existing Structure
Water Level (Feb. 15, 1963)
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap
90'×40' riprap area
(Typ. @ piers 3,4,5,6 & 7)

TYPICAL SECTION

0 5 25 50
SCALE IN FEET

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-17-74
SHEET 4 OF 4

9861

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

10-26-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-28(10)

STATE PROJECT NO.
Snake River Bridge

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-68

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 23 '75
REFER TO
Rulien
FOR

Info	Inve	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
October 20, 1975

FEDERAL ROUTE NUMBER
Primary Route 1

STATE ROUTE NUMBER
Secondary Route 455

GENERAL LOCATION:
US 30 - Snake River Bridge (Ontario Spur)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $20,000 federal funds $7,800.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of October 20, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 8, 1975 letter you are authorized to proceed with the work as shown above.

DATE
10-20-75

SIGNATURE OF APPROVING OFFICIAL
C R Burghardt

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 10-20-75

BY (Signature): L.W.Rulien's October 8, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

XXXXXXX ITEM NOS. 68 THRU

XXXXXXX ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	Work
[illegible]	RF-28(10)	0.32	20,000	7,800	Snake River Bridge Malheur County State of Oregon.	Preliminary Engineering.

REMARKS (Division)

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 10-20-75

SIGNATURE AND TITLE: C K Burghardt
for G. L. Green, Division Administrator

**

* Program approval XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

- - 9/67

PRO 6-2

October 8, 1975

TO: G. L. Green, Division Adm.
Federal Highway Administration

FROM:
L. W. Rullen
Project Management Engineer

SUBJECT: Program Data Submission
Project No. RF-28(10)

We are submitting program data for one preliminary engineering project, Item No. 68, Project No. RF-28(10), "Snake River Bridge", which we desire to have included in the Federal-Aid Rural Primary Highway Program.

We request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering on the project at an estimated total cost of $20,000, with federal funds of $7,800.

Copies of State and District 14 Clearinghouse A-95 letters of approval were previously submitted.

CL:ek

Encl.

Budget Bureau No. 41-R2067; Approval

U.S. DEPARTI
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

10-8-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 30, Snake River Br. (Ontario Spur) 21 65	ADT	PRESENT 10,500	FUTURE 17,000 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STAT CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 20 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) RF- 14 22	NUMBER 28 7	SEQ. N (10)

CARD	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Malheur	CODE 045 (14) (16)				
	NAME OF URBAN AREA -- 17-31	ROUTE NO. P	FEDERAL-AID 1 (32)	STATE 455 (36) (37)	U.S. 30 (41)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		US 30, Snake River Br. (Ontario Spur)	0.32	20,000	7,800	2,200	10,000 (Idaho)	Prelim ing al P. E. forces
5					**ROW**								(Future to repl ing W. by wide ing E. ture 38 vide fo 4-12' median.
5					**CONST** (CODE)		"Snake River Bridge"						ROW - Access comple Parking comple
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.32	20,000	7,800	2,200	10,000 (Idaho)	
1	14	PROGRAM APPROVAL DATES							(19) (23)	(24) (32)	REMARKS		

-OVER

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.

FORM PR-1
(REV. 4-61)

10-8-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 30, Snake River Br. (Ontario Spur)		10,500	17,000	95	10	Oregon	41	073	68

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
nary Engineering								RF-	28	(10)		

L FUNDS: Rural Primary

REA: --

COUNTY NAME: Malheur

CODE: 045

ROUTE NO.: P

FEDERAL-AID: 1

STATE: 455

U.S.: 30

PROGRAM STAGE: ☐ 1 OR XX 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 30, Snake River Br. (Ontario Spur)	0.32	20,000	7,800	2,200	10,000 (Idaho)	Preliminary Engineering all phases incl. P. E. by utility forces. (Future construction to replace the existing W. bound structure by widening the existing E. bound structure 38 feet to provide for a total of 4-12' lanes with 4' median.) ROW - 150' min.; Access control - complete; Parking restrictions - complete.
ROW								
CONST (CODE)		"Snake River Bridge"						
PROJECT TOTALS			0.32	20,000	7,800	2,200	10,000 (Idaho)	

ARED BY

AM APPROVAL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 40008-P61

SNAKE RIVER BRIDGE

PROJECT NO. RF-28(10)

Existing Facility:

Roadway--4-12' lanes A.C. pavement, 16' median and 10' shoulders

Structures--Snake River Bridges

- (1) W. Bound Str. #1000, 800-foot steel thru truss with 140-foot RCDG approach spans, HC 18 feet, VC 14 1/2 feet.
- (2) E. Bound Str. #1000A, 884-foot prestressed concrete beam, HC 32 feet and 5-foot sidewalk.

Adjacent Sections: Same as existing roadway.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces required for the future construction of a reinforced concrete bridge parallel to and adjoining the existing eastbound structure to replace the existing westbound structure and provide for four 12-foot travel lanes, 4-foot median, 8-foot shoulders and necessary approach work.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

- (a) Public Hearings - None required under Oregon Action Plan (Category 3 Project)
- (b) Location/Design - Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and District 14 Clearinghouse A-95 review letters of approval dated August 14, 1975, and August 7, 1975, respectively, were previously submitted.

FHPM 7-7-2 Requirements: Negative Declaration concurred in by FHWA on May 23, 1975.

Data for PR-37:

Preliminary Engineering	Field Work.....	$ 5,200
	P.S.& E. Preparation.....	14,800
	Total	$20,000

Note: This project is in Congressional District No. 2.

9867

AN EQUAL OPPORTUNITY EMPLOYER

1859

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION
~~LOCAL GOVERNMENT RELATIONS DIVISION~~

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

August 21, 1975

L. W. Rulien
State Highway Division, ODOT
State Highway Building
Salem, Or 97310

Dear Mr. Rulien:

Re: Abert Lake Section, District 11 75
PNRS #7507 2 210
and Snake River Bridge, District 14
PNRS #7507 2 200

BEN GIFFORD

The State Clearinghouse has received additional comments on the Abert Lake Section and Snake River Bridge projects from the Department of Land Conservation and Development subsequent to issuance of their original sign-off letters of August 14, 1975. The Department of Land Conservation and Development commented identically on these projects as follows:

> *ADDITIONAL COMMENTS: The Department of Land Conservation and Development Commission's Statewide Planning Goals and Guidelines should be reviewed to insure that this project is in compliance with the appropriate Grants. The two primary goals that should be considered are Transportation and Air, Water and Land Resources Quality.*

A copy of this letter should be forwarded to the federal funding agency as required by OMB A-95.

RECEIVED
STATE HWY ENGR
AUG 26 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Sincerely,

William H. Young
Administrator

RECEIVED
STATE HWY ENGR
AUG 28 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

WHY:lh
8/25/75

cc: G. L. Green, FHWA
~~F.~~ B. Klaboe
Victor Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County/City
B. L. Gifford
D. E. Swan
J. L. Gunter
C. K. Ansell
C. M. Williams, Reg. 4
W. E. Schwartz, Reg. 5
Aeronautics Division

[illegible] MANAGEMENT [illegible]

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
P. & SCHEDULE		
REMARKS:		

AUG 21 1975

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Div.

PROJECT TITLE: Snake River Bridge

DATE: August 14, 1975

The state has reviewed your project and reached the following conclusions:

8/21/75

cc: G.L. Green, FHWA
F.B. Klaboe
Victor Wolfe
J.B. Boyd
R.E. Royer
J.H. Versteeg
Gary Potter
W.J. Hart
County/City Unit
B.L. Gifford
D.E. Swan
C.K. Ansell
W.E. Schwartz
Aeronautics Div.
Idaho Hwy. Div.

☒ XX No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ XX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7507 [illegible] 200

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

BEN GIFFORD
[illegible] 10-75

9867

Robert Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE
HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

July 18, 1975

Re: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 14
Snake River Bridge
Olds Ferry-Ontario Hwy.
Ontario Spur
Malheur County

Executive Department
Federal Aid Coordination Unit
Southeast Oregon Council of Governments
Beverly Phillips, Executive Director
90 West Washington
Burns, Oregon 97720

Dear Ms. Phillips:

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-aid funds on this project to be August 15, 1975.

RECEIVED
STATE HWY ENGR
JUL 21 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Sincerely,

W. E. Schwartz
Regional Engineer

By

R.C. Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachment

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. K. Ansell
W. E. Schwartz
Aeronautics Div.
Idaho Hwy. Div.
C. D. Hiatt
V. Allen

Form 81-734-3122

Form FHWA 121 (Rev. 5-73) 9967

UNITED STATES GOVERNMENT

Memorandum

DEPART NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 17, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project RF-28(-)
Snake River Bridge
Olds Ferry - Ontario Highway
Malheur County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We approve your submittal of January 28, 1975, for the solution of the Snake River Bridge on the Olds Ferry - Ontario Highway in Malheur County. This approval, however, is subject to verification of foundation conditions.

Fo G. L. Green

NOTED
E. S. HUNT

RECEIVED
STATE HWY ENGR
JUL 18 '75
REFER TO
FOR
Info Inves R/D D/R Sign Att File

7-21-75
ORIGINAL TO
Walt Hart
TAA

9867

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 10, 1975

TO:

Executive Department
Federal Aid Coordination Unit

Southeast Oregon Council
of Governments
Dan Weeks, Interim Coordinator
Vale City Hall
Vale, OR 97918

FROM:

George N Hopkins

George N. Hopkins
Project Development Engineer

SUBJECT:

Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 14
Snake River Bridge
Olds Ferry-Ontario Hwy.
Ontario Spur
Malheur County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be August 15, 1975.

Attachment

BLG:dc

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. K. Ansell
W. E. Schwartz
Aeronautics Div.
Idaho Hwy. Div.

Form 81-734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation		
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	40] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Snake River Bridge District 14			
11	12] PROJECT LOCATION—CITY Olds Ferry-Ontario Hwy Ontario Spur	PROJECT LOCATION—COUNTY Malheur	PROJECT LOCATION [79 SEC: -- T: 18S R: 47E	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project, approx. 0.3 mile in length, involves preliminary engineering,

06 12] acquisition of right-of-way, grading, paving, structure widening and incidental [71

07 12] work to replace a westbound structure by widening the adjacent eastbound [71

08 12] structure to include two westbound lanes. [71

09 12] (see the attached assessment for further details) [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	1,560,000	---	440,000	---	---	2,000,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: July 10, 1975

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 August	43] DAY [44 15	45] YEAR [46 1975

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

This project is not a part of the six year construction program. It is approved as a special bridge replacement project by FHWA.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 10, 1975

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$______	$______	$______

(c) FUNDING METHOD	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $______	%____ $______	%____ $______
Second Year	%____ $______	%____ $______	%____ $______
Third Year	%____ $______	%____ $______	%____ $______

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a category 3 project of non-major environmental impact according to Oregon's Action Plan.

This project is proposed by the State Highway Division as a result of needs determined by our Annual Bridge Inspection Team.

This project will need a small amount of right-of-way (0.12 acre) and public hearings are not anticipated.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 21, 1975

A. PROJECT IDENTIFICATION

Name of Project Snake River Bridge, Ontario Spur (Section) RF - 28 (-)

Location of Project Olds Ferry-Ontario Hwy. (Highway Name) US 30, ORE 455 (Highway No., US - ORE)

Ontario (City) Malheur (County) 5 (Region)

Program Federal Aid Primary (Funding) $2,000,000 (Estimated Cost) 123-1439-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is to replace a westbound bridge structure by widening the adjacent eastbound structure to include two westbound lanes. Improvements will meet safety standards and eliminate traffic hazards.

Origin and History: Previously the existing westbound bridge structure accomodated both directions of traffic on two lanes. A second bridge was constructed to handle eastbound traffic in 1968. The two structures facilitate two eastbound lanes and two westbound lanes.

C. DESCRIPTION OF PROJECT

Length 1,700 feet

Termini M.P. 28.33 at the western terminus

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) about 0.12 acre right-of-way is required.

Typical Section 4 lane facility, shoulders and median.

Structures Proposed structure is a nine span, 880 foot, reinforced concrete girder structure with solid bents (dimensions subject to change).

Characteristics (ADT) 1973 - 10,300 ADT
1995 - 17,000 ADT

Other General Information (or Supplemental information to items)
Total cost to be shared by Oregon and Idaho. A detour is possible on the existing eastbound lanes. An undetermined commercial source would be used as a borrow site.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No alternative locations have been proposed due to the existing location of the roadway, river, and adjacent development. Three alternative typical sections have been under consideration.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ____ Tentative Date(s) ____

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Snake River Bridge crosses the Snake River east of Ontario. The river drains an area of about 69,000 square miles above the project site. Stream flows are usually low during most of the year, averaging 11,000 to 17,000 cfs monthly over the five year period of 1961-65. Maximum mean monthly cfs is 43,760 and minimum is 9,202. Flooding sometimes occurs due to snowmelt or ice james. Some spring runoffs during the same five year period have been measured at 21,970 cfs. Trees and grasses provide vegetation cover. Vegetation is partially controlled by agriculture. The river banks are vegetated but erosion during high flow periods has caused steep river banks. In the past, wind has eroded fill placed around footings.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Snake River Bridge, Ontario Spur, is located on US 30, which provides a route between Oregon and southeastern Idaho. Land use on the Oregon side is devoted to commercial use and agriculture. On the Idaho side, land use is predominently agricultural. Two utility companies maintain cables under the westbound structure.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

About 0.12 acre of right-of-way required.

Consequences:

A small strip of land adjacent to the existing alignment would be used for permanent transportation uses. A sidewalk would be moved to the downstream side. 60 feet of irrigation pipe would be relocated.

2. Estimated Changes in Traffic Patterns:

No changes in traffic patterns can be anticipated.

Consequences:

3. Estimated Changes in Land Use:

A small amount of land (0.12 acre) along the alignment would be converted to transportation uses.

Consequences:

No relocation would be required.

4. Expected Adverse Effects on Natural Ecological Resources:

The existing fill will be widened, but not lengthened, in the floodplain. The westbound bridge structure will be demolished. The fill will have no effect on flood hydraulics as it is merely a widening of an existing emplacement and will not further encroach on the floodplain.

Consequences:

Demolition and construction methods will follow the preocedures outlined in "Standard Specification for Highway Construction." Section 202 will apply to demolition. It should be noted this section has no specific references to environmental protection, and additional special provisions should be considered /for the contract.

5. Expected Adverse Effects on Cultural and Scenic Resources:

No adverse effects can be anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

No critical areas can be identified

7. Potential for Controversial Issues:

No controversy can foreseeably arise.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

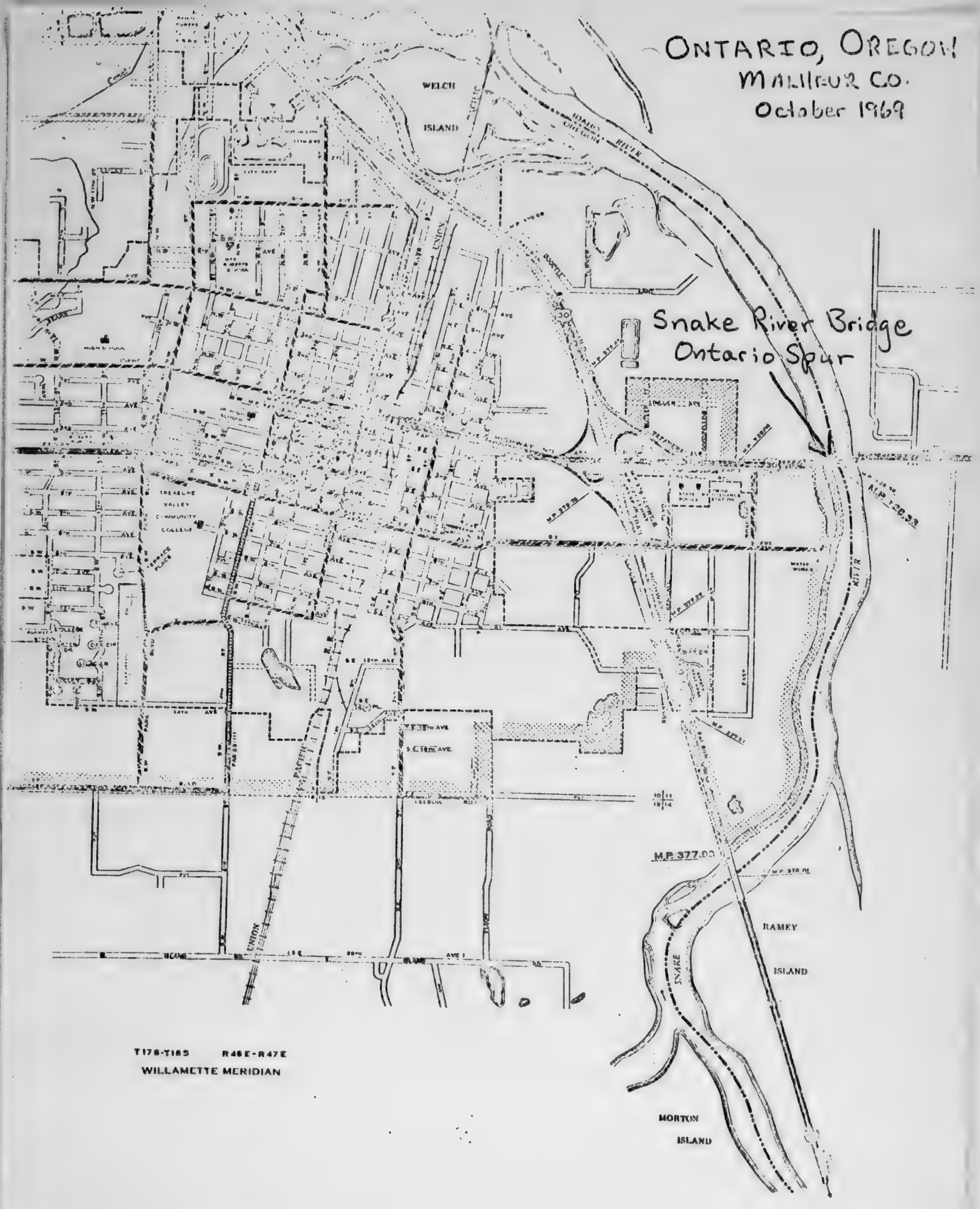
* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.



ONTARIO, OREGON
MALHEUR CO.
October 1969

Snake River Bridge
Ontario Spur

WELCH
ISLAND
IDAHO
OREGON
RIVER
UNION
30
TREASURE
VALLEY
COMMUNITY
COLLEGE
M.P. 378.33
RIVER
M.P. 377.03
PACIFIC
UNION
RAMEY
ISLAND
SNAKE
MORTON
ISLAND
T17S-T18S R46E-R47E
WILLAMETTE MERIDIAN

COPY

10 June 1975

NOTED
E. S. HUNTER

Department of Water Resources
Statehouse
Boise, Idaho   83707

Proj: Replacement of Westbound
Snake River Bridge, Olds
Ferry - Ontario Secondary
Highway, Ontario Spur

Gentlemen:

Forwarded herewith are three copies of partially completed Form 1119 and reproducibles and one print each of area and layout drawings showing construction at this site.

Specifications for this job will require the contractor to submit a supplemental request and complete therein the information which has been omitted in Itmes 7 through 10 in the Form 1119. Approval of this project is requested, conditioned on the contractor's submission of data which is satisfactory to you.

United States Coast Guard approval of this project is involved; however, it is understood that the State of Oregon has already made application for such approval.

Very truly yours,

B. E. SESSIONS, P.E.
CHIEF OF HIGHWAY DEVELOPMENT

/s/ R. B. JARVIS
R. B. Jarvis, P.E.
Bridge Design Supervisor

ls

Encl

cc: Mr. Hunter (OSHD)
Mr. Hart (OSHD) w/copy Form 1119

RECEIVED
JUN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Br. 1000B

June 4, 1975

Mr. B. E. Sessions, P.E.
Chief of Highway Development
Idaho Transportation Department
Division of Highways
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Sessions:

Replacement of Westbound Snake
River Bridge
Olds Ferry-Ontario Secondary Highway
Ontario Spur Br. 1000B
Stream Channel Permit

It is my understanding that the subject bridge will require a stream channel permit from the Idaho Department of Water Resources. Since this is an area with which I am sure you are familiar, I am requesting that you make the necessary application for the permit. I believe this will expedite the permit process.

For your use in making the application I enclose six copies of the drawings we used in applying for the Coast Guard Bridge Permit and six copies of the Environmental Negative Declaration which has been approved by the Federal Highway Administration.

If you need additional information, please do not hesitate to contact me.

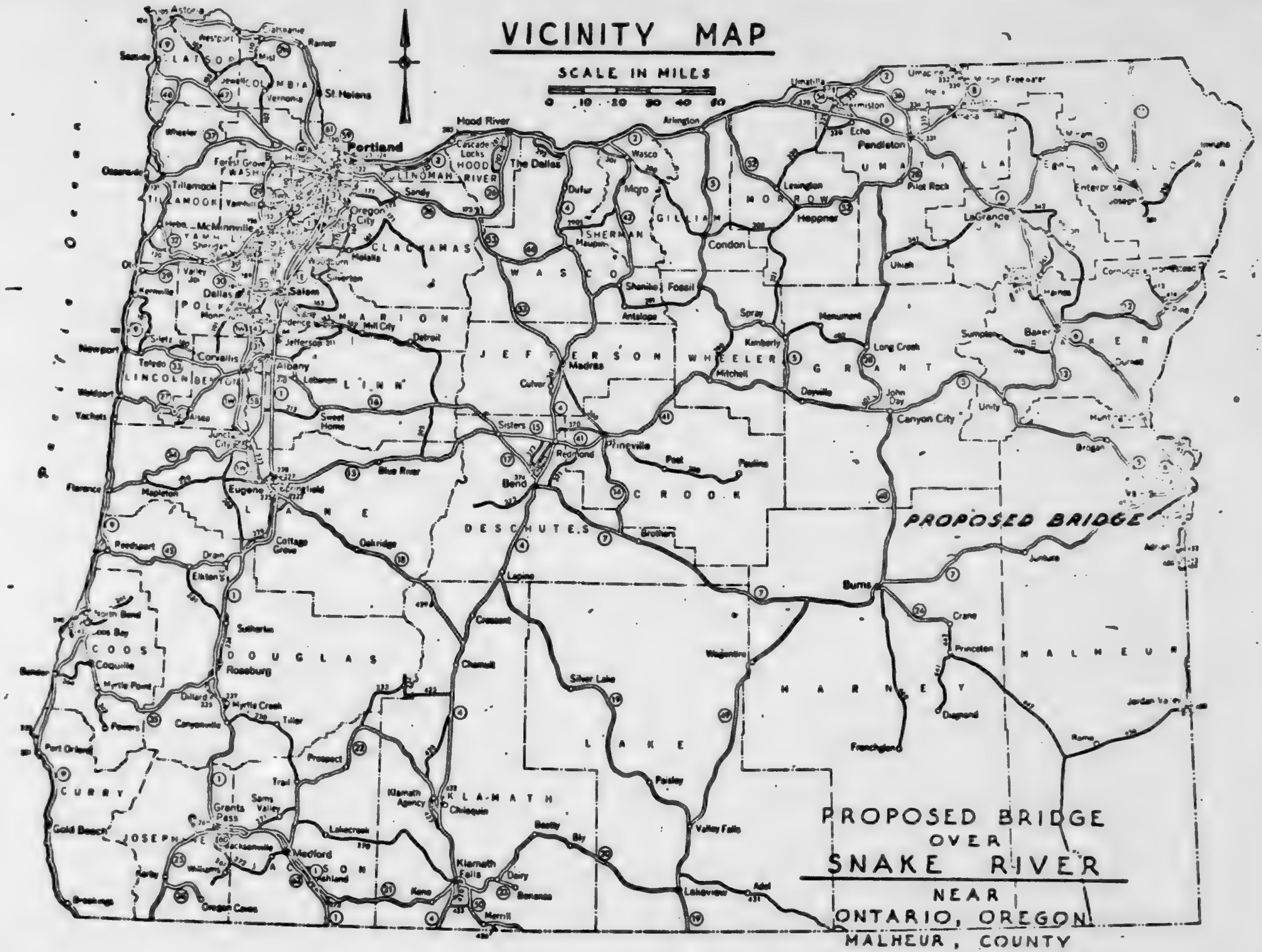
I certainly appreciate your cooperation in this matter.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

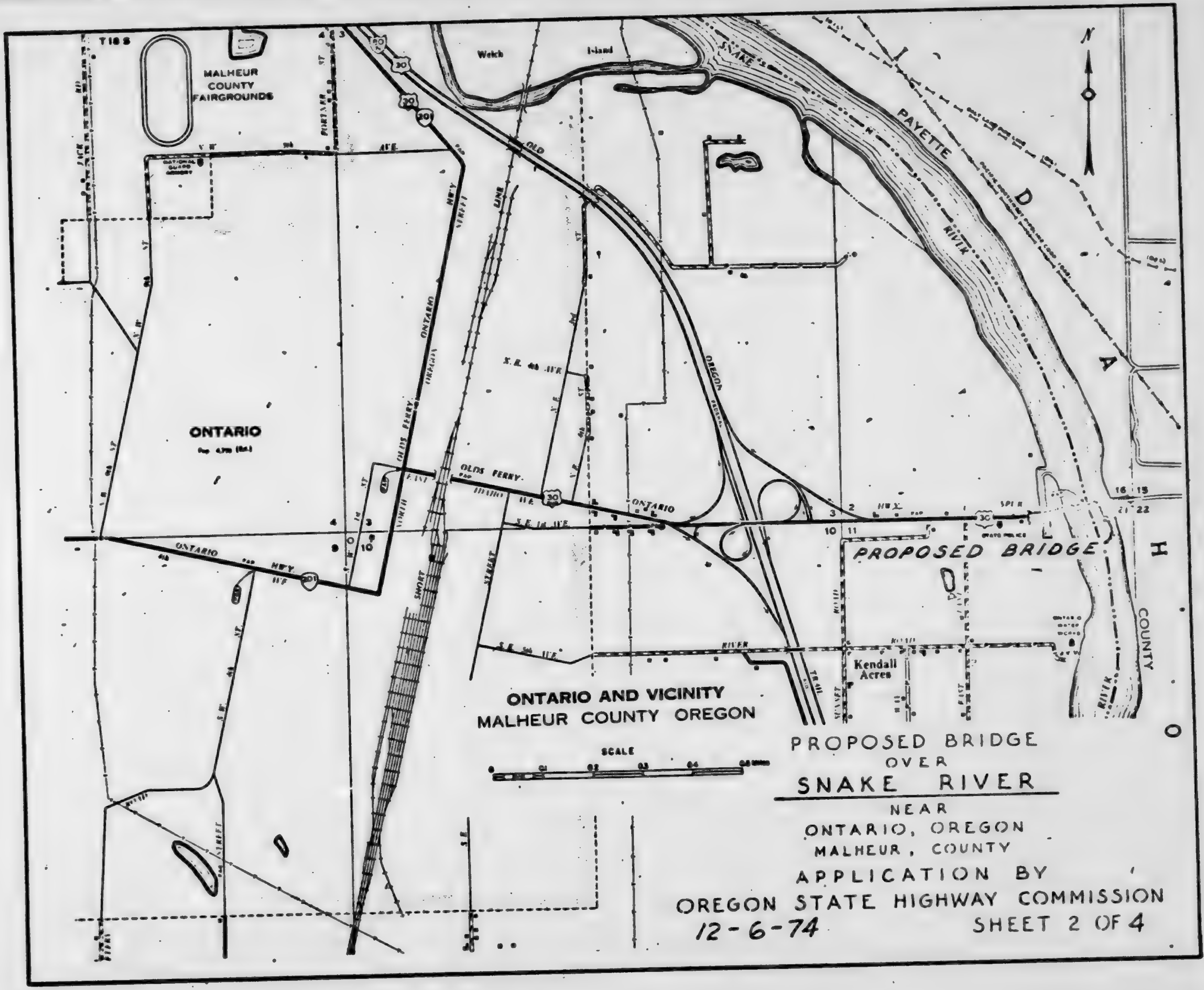
Enclosures
RWE:smd js
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
Gary Potter
Glen L. Green

VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
CLACKAMAS
YAMHILL
POLK
MARION
LINCOLN
BENTON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
CROOK
JEFFERSON
WASCO
SHERMAN
GILLIAM
WHEELER
MORROW
UMATILLA
GRANT
HARNEY
MALHEUR
BAKER
UNION
WALLOWA
Portland
Salem
Eugene
Bend
Pendleton
Burns
Medford
Klamath Falls
Lakeview
The Dallas
Baker
LaGrande

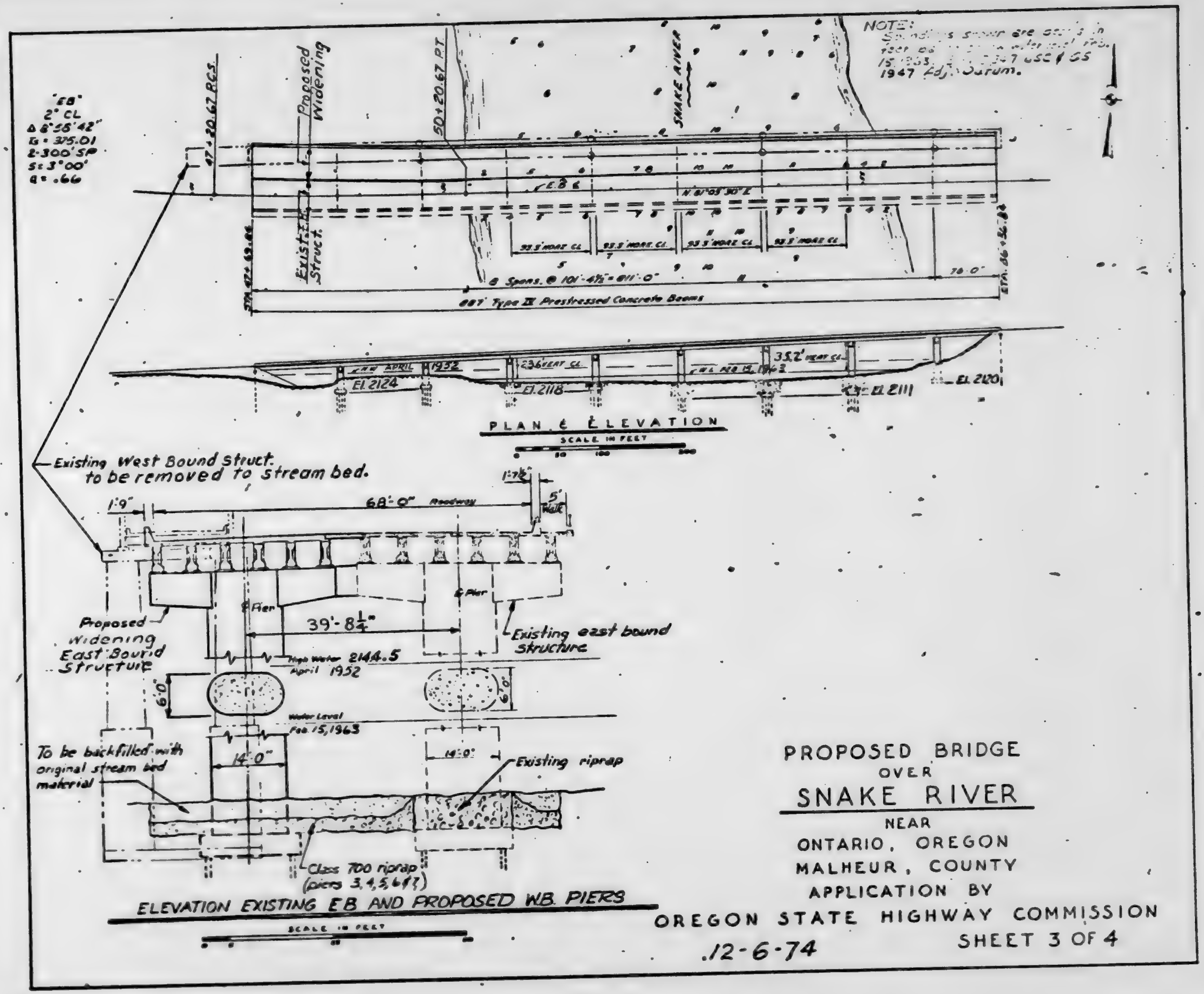
PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74
SHEET 1 OF 4



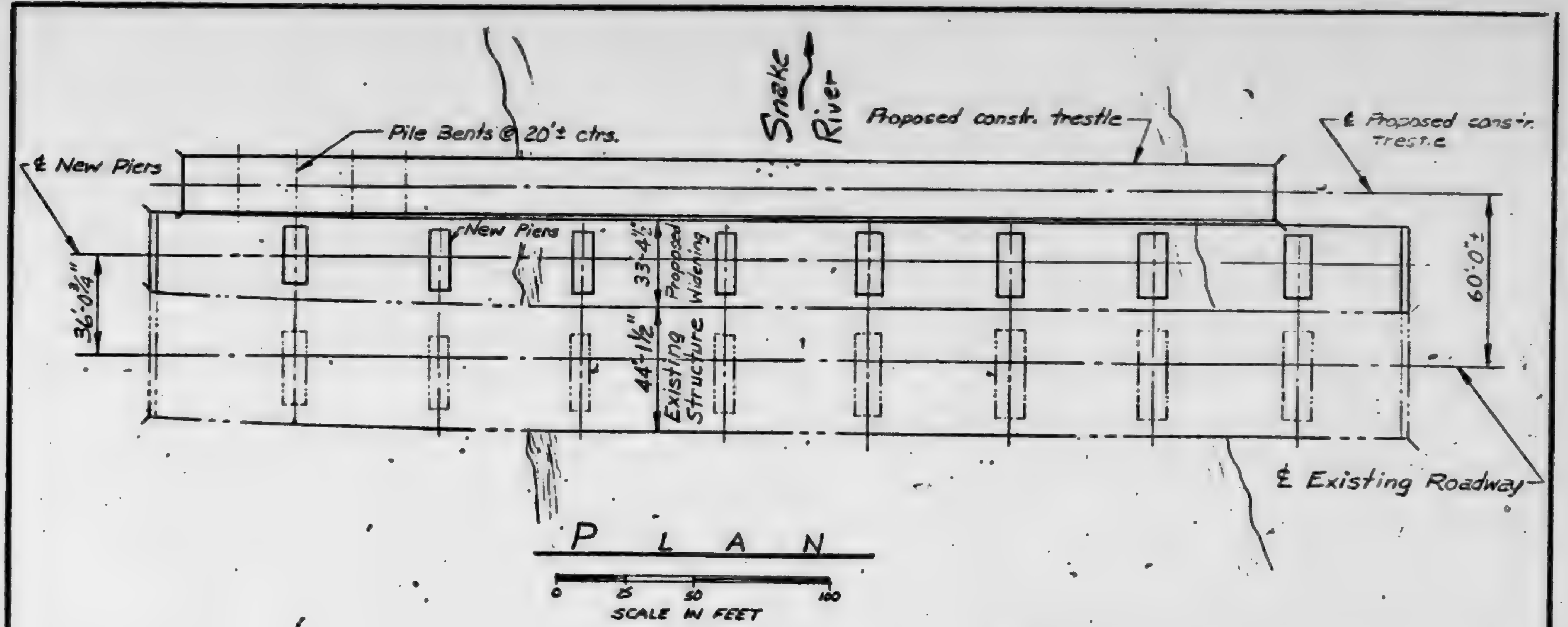
N
I
D
A
H
O
COUNTY
PAYETTE
RIVER
SNAKE
Welch
Island
MALHEUR
COUNTY
FAIRGROUNDS
T18S
ONTARIO
OREGON
OLD
LINE
SHORT
OLDS FERRY
ONTARIO
HWY
SPUR
30
201
PROPOSED BRIDGE
Kendall
Acres
RIVER
TRAIL
COUNTY
ONTARIO AND VICINITY
MALHEUR COUNTY OREGON
SCALE
12-6-74

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
SHEET 2 OF 4

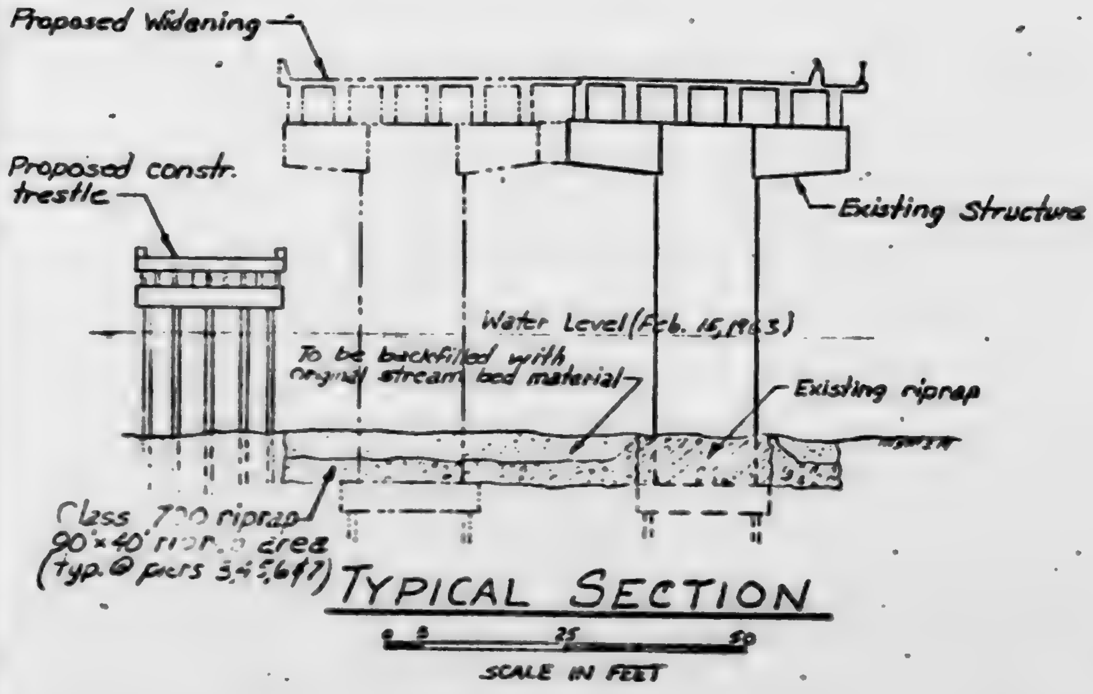

NOTE:
Soundings shown are [illegible] in feet [illegible] water level Feb. 15, 1963. [illegible] 1947 USC & GS 1947 Adj. Datum.
"EB"
2° CL
Δ 8°56'42"
T = 375.01
2-300'SP
S = 3°00'
a = .66
47+20.67 P.C.S.
Proposed Widening
Exist. E.B. Struct.
STA. 47+59.84
50+20.67 P.T.
SNAKE RIVER
E.B. ℄
N. 81°05'30" E
93.5' HORZ. CL.
93.5' HORZ. CL.
93.5' HORZ. CL.
93.5' HORZ. CL.
8 Spans @ 101'-4½" = 811'-0"
76'-0"
887' Type III Prestressed Concrete Beams
STA. 56+36.84
H.W. APRIL 1952
El. 2124
23.6' VERT. CL.
El. 2118
W.L. FEB 15, 1963
35.2' VERT. CL.
El. 2111
El. 2120
PLAN & ELEVATION
SCALE IN FEET
0
50
100
200
Existing West Bound Struct. to be removed to stream bed.
1'-9"
68'-0" Roadway
1'-7½"
5' Walk
℄ Pier
39'-8¼"
℄ Pier
Proposed Widening East Bound Structure
Existing east bound structure
High Water 2144.5 April 1952
6'-0"
6'-0"
Water Level Feb. 15, 1963
14'-0"
14'-0"
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap (piers 3, 4, 5, 6 & 7)
ELEVATION EXISTING E.B. AND PROPOSED W.B. PIERS
SCALE IN FEET

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
SHEET 3 OF 4

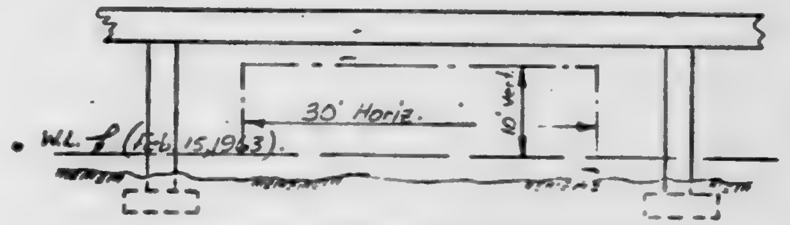
12-6-74


Snake River
Pile Bents @ 20'± ctrs.
Proposed constr. trestle
℄ Proposed constr. trestle
℄ New Piers
New Piers
36'-0¾"
33'-4½"
Proposed Widening
44'-1½"
Existing Structure
60'-0"±
℄ Existing Roadway
0
25
50
100
SCALE IN FEET

PLAN


Proposed Widening
Proposed constr. trestle
Existing Structure
Water Level (Feb. 15, 1963)
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap
90'×40' riprap area
(typ. @ piers 3,4,5,6 & 7)
0
5
25
50
SCALE IN FEET

TYPICAL SECTION


W.L. (Feb. 15, 1963)
30' Horiz.
10' Vert.

CONSTRUCTION CLEARANCES

1/10 Scale

The contractor shall provide the horizontal and vertical navigation construction clearances shown above in any part of any one river span.

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-17-74
SHEET 4 OF 4

9867

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 23, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project RF-28(-)
Snake River Bridge, Ontario Spur
Malheur County
Final Negative Declaration

FROM : G. L. Green, Division Engineer

TO : Mr. Gary A. Potter, Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon

Attached is the signed original copy of the subject Negative Declaration concurred in by this office this date. A copy of the document is being sent to Mr. Klaboe's office.

William H. Kappus
for G. L. Green

Attachment

cc:
OSHD (Klaboe)

XC: Larry Rulien
OUR FILES
This to GEN. FILES.
5/27/75

W. E. Schwartz

RECEIVED
MAY 27 1975
ENVIRONMENTAL SECTION

FINAL NEGATIVE DECLARATION

May 19, 1975

Snake River Bridge, Ontario Spur
Olds Ferry-Ontario Highway
(U.S. 30; ORE 455)
Malheur County, Oregon

This Negative Declaration has been prepared in consultation with the Federal Highway Administration and pursuant to U.S. Coast Guard regulations pertaining to permits to construct.

LOCATION AND DESCRIPTION OF PROJECT

The proposed Snake River (Ontario Spur) Bridge project is located on U.S. Route 30 approximately one mile east of the city of Ontario, Oregon. The western terminus of the 1,700 foot project is at Milepost 28.33 (River Mile 372.0). The eastern terminus is within the State of Idaho. Two adjacent structures presently span the Snake River at this location: a steel thru-truss bridge, constructed in 1925, carries westbound traffic. Eastbound traffic utilizes a concrete structure that was completed in 1968. The concrete structure is situated a few feet upstream (south) from the steel bridge.

The Oregon State Highway Division, in agreement with the Idaho Department of Highways, proposes a single structure to accommodate east and west bound traffic at this location. The proposal calls for (1) utilizing the existing concrete bridge as two eastbound lanes, (2) removing the existing steel bridge, and (3) adjoining a new 880-foot x 38-foot reinforced concrete bridge to the existing concrete structure. The completed project would provide two 12-foot travel lanes in each direction, separated by a 4-foot concrete median barrier, with 8-foot shoulders providing an additional margin of safety. Although no bicycle route is included in the proposal, the sidewalk on the existing concrete bridge would be maintained as part of the project. The sidewalk could conceivably be utilized by both pedestrians and cyclists.

Construction will be staged. Stage 1 will consist of removing the steel truss bridge to the natural streambed, constructing the new bridge piers alongside those of the existing concrete bridge, and constructing a new concrete structure parallel to the existing concrete structure. Stage 2 will consist of closing the median between the bridge structures. Other construction activities will include relocating utilities, widening existing fills at bridge approaches and placing riprap in areas subject to river scour and wind erosion. The Oregon State Highway Division has tentatively identified two riprap sources and a borrow area that would meet material specifications. Any quarrying or borrow pit excavation would conform to State mined land regulations.

During Stage 1, two-way traffic will be carried over the existing concrete bridge. During Stage 2 one lane of traffic will be carried over the eastbound bridge and one lane over the new westbound bridge to allow closure of the median. Upon completion of construction, all four lanes will be open to travel.

The cost of the project has been estimated at about $2,000,000. Construction and maintenance costs would be shared equally by the States of Oregon and Idaho. Application has been made for federal participation.

PROJECT HISTORY

The origin of the proposed project is in the traffic studies, deficiency ratings and regional growth studies conducted by the Oregon State Highway Division. An assessment of these factors has indicated that the present river crossing is substandard. The Idaho Highway Department has concurred with the need to improve the existing facilities.

Statistics compiled by the Oregon State Highway Division for 1973 indicate that the Average Daily Traffic (ADT) at the bridge crossing was 10,300 vehicles. Trucks comprised about 5% of the total, however, the heavy seasonal truck traffic associated with agricultural activity is not reflected in this percentage. The projected ADT for 1995 is 17,000 vehicles.

A detailed inspection of the steel-truss bridge has revealed two significant deficiences: (1) the bridge piers are badly deteriorated and (2) the bridge was not designed to accommodate the volume and mix of present and projected traffic. The condition of the existing piers warrant their complete replacement. The two 9-foot travel lanes and extremely substandard horizontal and vertical clearances are a detriment to travel safety; safety conditions will worsen with an increase in traffic volume.

The existing concrete bridge is structurally sound. However, travel lanes are narrow and need to be widened.

The Idaho Highway Department has endorsed the proposed project. Through mutual agreement, (1) bridge construction costs would be financed equally by Oregon and Idaho on a 50% basis of actual cost, (2) road approaches would be financed by each state paying its proportionate share, (3) the Oregon State Highway Division would prepare plans and specifications for the project, (4) the Oregon State Highway Division would provide construction engineering and (5) upon completion of the project, the Oregon State Highway Division would assume maintenance responsibilities, with the Idaho Highway Department paying a proportionate share of these costs.

An environmental assessment was completed by the Oregon State Highway Division in January of 1975 in compliance with regulations and guidelines set forth by the Federal Highway Administration (FHWA). The project was accorded the status of Non-Major Action as described in Chapter I of Title 23, CFR, Part 771.9. The FHWA concurred with this assessment on March 3, 1975. An application for bridge construction was submitted to the U.S. Coast Guard on January 16, 1975. The U.S. Coast Guard, acting on the U.S. Department of Transportation Order 5610.1B, paragraph 7e, has upheld that the proposed project constitutes a "Major Federal Action" and should be supported by an appropriate Environmental Impact Statement or Negative Declaration. This Negative Declaration has been prepared in response to that directive.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

In addition to the proposed project, the Oregon State Highway Division has considered a "do-nothing" alternative, three variations in bridge deck design, and an alternative that would utilize the existing steel truss bridge piers in new construction. Since the intent of the Highway Division is limited to the improvement of rivercrossing facilities at this particular location, significant changes in the existing alignment are not appropriate.

The do-nothing alternative provides no recourse. It is in conflict with the purpose of the project, which is to provide a safe and efficient river crossing facility. Deck design alternatives differ principally in sidewalk location and the width of roadway shoulders. There are significant differences in cost between deck designs, the greatest difference being an estimated $180,000 (1974).

Although widening or modifying the steel-truss bridge was found to be infeasible, the use of the existing piers to support a new bridge was taken into consideration. Subsequent bridge studies revealed that the existing piers were too badly deteriorated to be incorporated as a part of a new structure. The proposed project is supported by the necessity to completely replace the steel-truss bridge.

EXISTING ENVIRONMENTAL SETTTING

The termini of the proposed project are located on the Snake River floodplain with the Oregon terminus at 2155 feet mean sea level (msl) and the Idaho terminus at 2180 feet msl. Both termini are on areas built up by fill. Local topography is flat to undulating, reflecting the action of the river and its tributaries. The proposed project is situated at the apex or point of intersection of a large bend in the river. River erosion has created a steep sandy bank for a mile on either side of this point.

The Snake River drains an area of about 69,000 square miles above the project site. Streams flows are usually low during most of the year, averaging 11,000 to 17,000 cubic feet per second (cfs). The stream flows of late winter and early spring are a possible exception. High water may occur during this period through a combination of snowmelt, rainfall, ice jams and, in some cases, frozen ground. Part of Ontario, Oregon, was subjected to such floodwaters in 1972. The U.S. Corps of Engineers has estimated the 100-year discharge to be 57,000 cfs and the corresponding high water elevation to be 2144.3 msl.
At this high water elevation, vertical clearance at the westerly pier of the proposed structure in the navigable portion of the river will be 14.0 feet, while vertical clearance at the easterly pier of the proposed structure in the navigable portion of the river will be 25.6 feet. At the 1963 low water elevation of 2134.7 feet msl, vertical clearance at the same piers will be 23.6 feet and 35.2 feet respectively. Horizontal clearance between piers in the navigable portion of the river is 93.3 feet from pier to pier. During construction the contractor will provide a horizontal navigation clearance of 30 feet and a vertical navigational clearance of 10 feet in any part of any one river span.

Local vegetation has been largely determined by man and his activities. For the most part, natural vegetation has given way to agricultural usage. A significant amount of agricultural land has in turn been converted to commercial properties or residential areas. Only a narrow strip of riparian vegetation has persisted where land development is infeasible. Willow (Salix spp.) and cottonwood (populus trichocarpa) are the predominant overstory. Grass and brush along the river bank have accorded little protection from stream erosion.

The river and adjacent lowlands provide a habitat for a variety of fish and wildlife. Although anadromous fish runs have been eliminated by the construction of dams, the river still supports a number of warm-water sports fish. These include small and large mouth bass, blue gill, crappie and channel catfish. Some trout are also present.

The narrow strip of vegetation bordering the river at the project site does not constitute an especially significant wildlife habitat. Much larger undeveloped areas are located a short distance downstream. However, the riparian strip probably does provide cover and a source of food for Chinese pheasant and Hungarian partridge. Both are year-round residents in the area. Canadian geese are known to nest in the area between March 15 and May 15. A number of ducks are also to be found in the vicinity. The riparian strip may also support a few small fur-bearing animals.

Land use on both sides of the river is dictated by physical limitations and local zoning ordinances. The Oregon side of the river is zoned agricultural and commercial. In some instances, cropland extends practically to the river's edge. Commercial enterprises are located a short distance away from the river, however, most of the floodplain is utilized for agriculture. Commercial and residential land use is much more visible on the Idaho side of the river. Commercial enterprises are perhaps smaller than those on the Oregon side, but much more numerous. Most are located along Highway 30, perhaps constituting the beginning of strip development. A number of residences have been constructed above the steep sandy banks on either side of the Idaho bridge approach. The conversion of former agricultural land to commercial and residential use is readily apparent. Considering the proximity of Ontario's growing agri-industry and the favorable tax structure on the Idaho side of the river, there is reason to believe that bedroom communities and service activities will continue to develop near the Idaho bridge approach.

Two utility companies have facilities at the river crossing. The Malheur Home Telephone Company has a cable in the vicinity and power poles belonging to the Idaho Power Company are also present. There are also drainage or irrigation facilities located near the east end of the bridges.

No historical or archeological resources have been identified in the vicinity of the proposed project.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

The most significant impact associated with the proposed project is that of providing a safer and more efficient highway link between Oregon and Idaho. The implementation of the proposal would require the following actions:

(1) The acquisition of approximately 0.12 acres of additional right-of-way for widening highway fills.

(2) The complete removal of the existing steel-truss bridge, which involves temporary streambed disturbance.

(3) The construction of a new bridge, which also involves temporary streambed disturbance.

(4) The acquisition of riprap and fill materials from some as yet undesignated source.

(5) The relocation of a telephone cable and power pole.

(6) The relocation of approximately 60 feet of irrigation ditch and pipe facilities.

These actions result in the most significant physical impacts, however, there are other impacts associated with construction activities. These include noise generated by the operation of equipment and inconvenience to the motoring public during the construction period.

Although located on the floodplain of the Snake River, the project will not increase flood hazards nor alter hydrologic characteristics of the river. Piers for the new structure will be downstream extensions to piers of the most recent structure, and as such will not cause an increase in backwater. The present bridge is more than adequate to pass the design flood. Existing fill will be widened, but not lengthened in the floodplain and since this will not further encroach the floodplain, there will be no effect upon flood hydraulics.

PLANNING TO MINIMIZE HARM

The impact with the greatest adverse potential is that associated with construction activities in the river. The Oregon State Highway Division has solicited the advice of the Oregon Wildlife Commission and the Idaho Fish and Game Commission in matters related to general construction and specifically to the use of explosives in the river. The Highway Division has been advised of water fowl nesting periods as well as fishing and duck-hunting seasons. Mutual agreement among the three agencies has included the following.

(1) All inwater work, including blasting, will be conducted between June and October. Required work between the June and October period will only be conducted after approval by local representatives of the Idaho Fish and Game Department and the Oregon Wildlife Commission.

(2) All efforts will be made to provide for boat traffic during construction.

(3) Areas of soil disturbance along the stream banks will be riprapped, revegetated or otherwise treated to prevent undue erosion.

(4) Local representatives of resource agencies will be notified prior to any underwater blasting. A blasting permit from the Fish Commission of Oregon will be required.

(5) The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

(6) The proposed bridge passes through a well field for the City of Ontario. Well #4 is 100 yards to the south and well #6 is 100 yards to the north of the bridge. The City of Ontario will be consulted to insure protection of the city's wells and pipes.

In addition, a stream channel permit will be required from the Idaho Department of Water Resources. The permit will be obtained through the Idaho Department of Highways after processing of this negative declaration.

Although no riprap or borrow material source has been selected, State regulations governing the rehabilitation of mined-lands will be followed (Oregon Revised Statutes 517.010-517.990).

Dropping the steel truss poses a potential blockage of navigation. Three alternate means of removing the structure can be considered:

1. Drop one span of the bridge into the river and remove it; drop the other span of the bridge and remove it. This alternative will not affect navigation.
2. Place false bents in the river. Remove the bridge piecemeal in place. This alternative will not affect navigation.
3. Dynamite and drop the entire structure in the river and remove the pieces. This alternative will block navigation temporarily, and if used, the bridge structure will be removed from the river as quickly as possible.

BASIS FOR NEGATIVE DECLARATION

The basis for a negative declaration is predicted on the limited extent of the proposed project, the relative absence of adverse impacts and on plans to minimize harm. The Federal Highway Administration has examined the proposal and has concluded that the project will not generate a significant adverse impact on local and regional physical and cultural environments. The project is not expected to precipitate significant alterations in land use, planned growth, development patterns, traffic volumes or patterns, transportation services or manmade resources. The project has no 4(f) involvements. The project will not divide or disrupt any established community or cause a significant increase in traffic congestion. It is considered to be consistent with laws and regulations relating to the environment and will not have significant adverse impact on air quality or ambient noise levels.

Construction activities could have a temporary adverse impact on water quality and aquatic life in the Snake River. It is the opinion of the Oregon State Highway Division that mitigating procedures outlined in the section Planning to Minimize Harm will prevent significant adverse impact on these resources.

In conclusion, the Oregon State Highway Division believes that implementing this action will not have a significant impact on the quality of the human environment of a magnitude to require the processing of an Environmental Impact Statement.

TA:cb

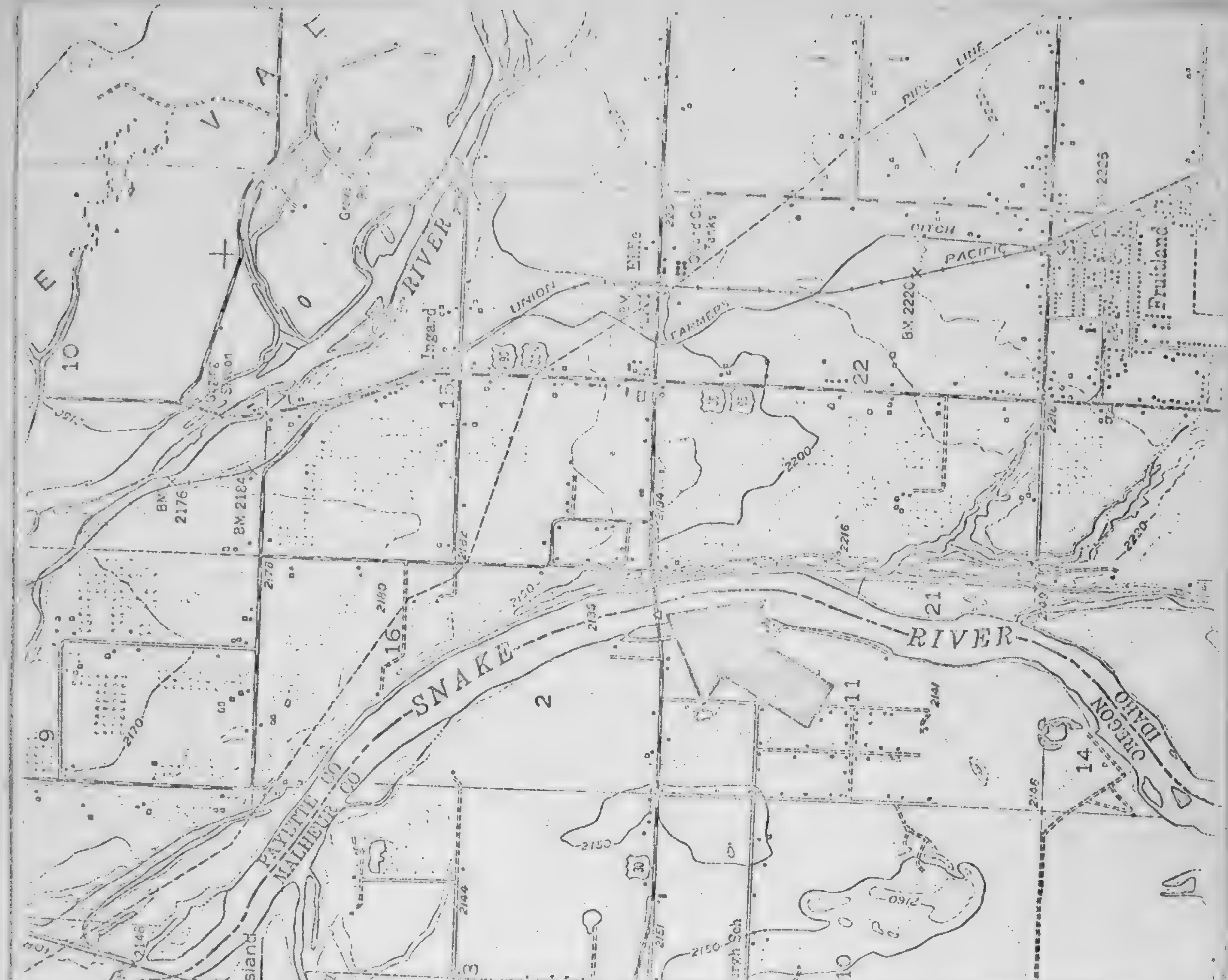
Concurred in by:

5/23/75
Date

Assistant State Highway Engineer

5/23/75
Date

FHWA Division Engineer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National Guard Armory
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
May 20, 1975
Salem, Oregon 97310

FILE: ~~ENV 2-1~~

FROM: Gary A. Potter, Manager
Environmental Section

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Final Negative Declaration
Snake River Bridge
Ontario Spur
Olds Ferry-Ontario Highway
Malheur County

The subject statement in the form of a final negative declaration is being submitted for your review. If you approve, please sign all copies and return the original plus four copies to this office for submission to the Federal Highway Administration for concurrence.

Attachments

cc: J. H. Versteeg
Victor D. Wolfe
L. W. Rulien
Wendell Schwartz

RECEIVED
MAY 20 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

Attachment
returned to Potter
5-21-75

FINAL NEGATIVE DECLARATION May 19, 1975

Snake River Bridge, Ontario Spur
Olds Ferry-Ontario Highway
(U.S. 30; ORE 455)
Malheur County, Oregon

This Negative Declaration has been prepared in consultation with the Federal Highway Administration and pursuant to U.S. Coast Guard regulations pertaining to permits to construct.

LOCATION AND DESCRIPTION OF PROJECT The proposed Snake River (Ontario Spur) Bridge project is located on U.S. Route 30 approximately one mile east of the city of Ontario, Oregon. The western terminus of the 1,700 foot project is at Milepost 28.33 (River Mile 372.0). The eastern terminus is within the State of Idaho. Two adjacent structures presently span the Snake River at this location: a steel thru-truss bridge, constructed in 1925, carries westbound traffic. Eastbound traffic utilizes a concrete structure that was completed in 1968. The concrete structure is situated a few feet upstream (south) from the steel bridge.

The Oregon State Highway Division, in agreement with the Idaho Department of Highways, proposes a single structure to accommodate east and west bound traffic at this location. The proposal calls for (1) utilizing the existing concrete bridge as two eastbound lanes, (2) removing the existing steel bridge, and (3) adjoining a new 880-foot x 38-foot reinforced concrete bridge to the existing concrete structure. The completed project would provide two 12-foot travel lanes in each direction, separated by a 4-foot concrete median barrier, with 8-foot shoulders providing an additional margin of safety. Although no bicycle route is included in the proposal, the sidewalk on the existing concrete bridge would be maintained as part of the project. The sidewalk could conceivably be utilized by both pedestrians and cyclists.

Construction will be staged. Stage 1 will consist of removing the steel truss bridge to the natural streambed, constructing the new bridge piers alongside those of the existing concrete bridge, and constructing a new concrete structure parallel to the existing concrete structure. Stage 2 will consist of closing the median between the bridge structures. Other construction activities will include relocating utilities, widening existing fills at bridge approaches and placing riprap in areas subject to river scour and wind erosion. The Oregon State Highway Division has tentatively identified two riprap sources and a borrow area that would meet material specifications. Any quarrying or borrow pit excavation would conform to State mined land regulations.

During Stage 1, two-way traffic will be carried over the existing concrete bridge. During Stage 2 one lane of traffic will be carried over the eastbound bridge and one lane over the new westbound bridge to allow closure of the median. Upon completion of construction, all four lanes will be open to travel.

The cost of the project has been estimated at about $2,000,000. Construction and maintenance costs would be shared equally by the States of Oregon and Idaho. Application has been made for federal participation.

PROJECT HISTORY

The origin of the proposed project is in the traffic studies, deficiency ratings and regional growth studies conducted by the Oregon State Highway Division. An assessment of these factors has indicated that the present river crossing is substandard. The Idaho Highway Department has concurred with the need to improve the existing facilities.

Statistics compiled by the Oregon State Highway Division for 1973 indicate that the Average Daily Traffic (ADT) at the bridge crossing was 10,300 vehicles. Trucks comprised about 5% of the total, however, the heavy seasonal truck traffic associated with agricultural activity is not reflected in this percentage. The projected ADT for 1995 is 17,000 vehicles.

A detailed inspection of the steel-truss bridge has revealed two significant deficiences: (1) the bridge piers are badly deteriorated and (2) the bridge was not designed to accommodate the volume and mix of present and projected traffic. The condition of the existing piers warrant their complete replacement. The two 9-foot travel lanes and extremely substandard horizontal and vertical clearances are a detriment to travel safety; safety conditions will worsen with an increase in traffic volume.

The existing concrete bridge is structurally sound. However, travel lanes are narrow and need to be widened.

The Idaho Highway Department has endorsed the proposed project. Through mutual agreement, (1) bridge construction costs would be financed equally by Oregon and Idaho on a 50% basis of actual cost, (2) road approaches would be financed by each state paying its proportionate share, (3) the Oregon State Highway Division would prepare plans and specifications for the project, (4) the Oregon State Highway Division would provide construction engineering and (5) upon completion of the project, the Oregon State Highway Division would assume maintenance responsibilities, with the Idaho Highway Department paying a proportionate share of these costs.

An environmental assessment was completed by the Oregon State Highway Division in January of 1975 in compliance with regulations and guidelines set forth by the Federal Highway Administration (FHWA). The project was accorded the status of Non-Major Action as described in Chapter I of Title 23, CFR, Part 771.9. The FHWA concurred with this assessment on March 3, 1975. An application for bridge construction was submitted to the U.S. Coast Guard on January 16, 1975. The U.S. Coast Guard, acting on the U.S. Department of Transportation Order 5610.1B, paragraph 7e, has upheld that the proposed project constitutes a "Major Federal Action" and should be supported by an appropriate Environmental Impact Statement or Negative Declaration. This Negative Declaration has been prepared in response to that directive.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

In addition to the proposed project, the Oregon State Highway Division has considered a "do-nothing" alternative, three variations in bridge deck design, and an alternative that would utilize the existing steel truss bridge piers in new construction. Since the intent of the Highway Division is limited to the improvement of rivercrossing facilities at this particular location, significant changes in the existing alignment are not appropriate.

The do-nothing alternative provides no recourse. It is in conflict with the purpose of the project, which is to provide a safe and efficient river crossing facility. Deck design alternatives differ principally in sidewalk location and the width of roadway shoulders. There are significant differences in cost between deck designs, the greatest difference being an estimated $180,000 (1974).

Although widening or modifying the steel-truss bridge was found to be infeasible, the use of the existing piers to support a new bridge was taken into consideration. Subsequent bridge studies revealed that the existing piers were too badly deteriorated to be incorporated as a part of a new structure. The proposed project is supported by the necessity to completely replace the steel-truss bridge.

EXISTING ENVIRONMENTAL SETTTING

The termini of the proposed project are located on the Snake River floodplain with the Oregon terminus at 2155 feet mean sea level (msl) and the Idaho terminus at 2180 feet msl. Both termini are on areas built up by fill. Local topography is flat to undulating, reflecting the action of the river and its tributaries. The proposed project is situated at the apex or point of intersection of a large bend in the river. River erosion has created a steep sandy bank for a mile on either side of this point.

The Snake River drains an area of about 69,000 square miles above the project site. Streams flows are usually low during most of the year, averaging 11,000 to 17,000 cubic feet per second (cfs). The stream flows of late winter and early spring are a possible exception. High water may occur during this period through a combination of snowmelt, rainfall, ice jams and, in some cases, frozen ground. Part of Ontario, Oregon, was subjected to such floodwaters in 1972. The U.S. Corps of Engineers has estimated the 100-year discharge to be 57,000 cfs and the corresponding high water elevation to be 2144.3 msl.
At this high water elevation, vertical clearance at the westerly pier of the proposed structure in the navigable portion of the river will be 14.0 feet, while vertical clearance at the easterly pier of the proposed structure in the navigable portion of the river will be 25.6 feet. At the 1963 low water elevation of 2134.7 feet msl, vertical clearance at the same piers will be 23.6 feet and 35.2 feet respectively. Horizontal clearance between piers in the navigable portion of the river is 93.3 feet from pier to pier. During construction the contractor will provide a horizontal navigation clearance of 30 feet and a vertical navigational clearance of 10 feet in any part of any one river span.

Local vegetation has been largely determined by man and his activities. For the most part, natural vegetation has given way to agricultural usage. A significant amount of agricultural land has in turn been converted to commercial properties or residential areas. Only a narrow strip of riparian vegetation has persisted where land development is infeasible. Willow (Salix spp.) and cottonwood (populus trichocarpa) are the predominant overstory. Grass and brush along the river bank have accorded little protection from stream erosion.

The river and adjacent lowlands provide a habitat for a variety of fish and wildlife. Although anadromous fish runs have been eliminated by the construction of dams, the river still supports a number of warm-water sports fish. These include small and large mouth bass, blue gill, crappie and channel catfish. Some trout are also present.

The narrow strip of vegetation bordering the river at the project site does not constitute an especially significant wildlife habitat. Much larger undeveloped areas are located a short distance downstream. However, the riparian strip probably does provide cover and a source of food for Chinese pheasant and Hungarian partridge. Both are year-round residents in the area. Canadian geese are known to nest in the area between March 15 and May 15. A number of ducks are also to be found in the vicinity. The riparian strip may also support a few small fur-bearing animals.

Land use on both sides of the river is dictated by physical limitations and local zoning ordinances. The Oregon side of the river is zoned agricultural and commercial. In some instances, cropland extends practically to the river's edge. Commercial enterprises are located a short distance away from the river, however, most of the floodplain is utilized for agriculture. Commercial and residential land use is much more visible on the Idaho side of the river. Commercial enterprises are perhaps smaller than those on the Oregon side, but much more numerous. Most are located along Highway 30, perhaps constituting the beginning of strip development. A number of residences have been constructed above the steep sandy banks on either side of the Idaho bridge approach. The conversion of former agricultural land to commercial and residential use is readily apparent. Considering the proximity of Ontario's growing agri-industry and the favorable tax structure on the Idaho side of the river, there is reason to believe that bedroom communities and service activities will continue to develop near the Idaho bridge approach.

Two utility companies have facilities at the river crossing. The Malheur Home Telephone Company has a cable in the vicinity and power poles belonging to the Idaho Power Company are also present. There are also drainage or irrigation facilities located near the east end of the bridges.

No historical or archeological resources have been identified in the vicinity of the proposed project.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT The most significant impact associated with the proposed project is that of providing a safer and more efficient highway link between Oregon and Idaho. The implementation of the proposal would require the following actions:

(1) The acquisition of approximately 0.12 acres of additional right-of-way for widening highway fills.

(2) The complete removal of the existing steel-truss bridge, which involves temporary streambed disturbance.

(3) The construction of a new bridge, which also involves temporary streambed disturbance.

(4) The acquisition of riprap and fill materials from some as yet undesignated source.

(5) The relocation of a telephone cable and power pole.

(6) The relocation of approximately 60 feet of irrigation ditch and pipe facilities.

These actions result in the most significant physical impacts, however, there are other impacts associated with construction activities. These include noise generated by the operation of equipment and inconvenience to the motoring public during the construction period.

Although located on the floodplain of the Snake River, the project will not increase flood hazards nor alter hydrologic characteristics of the river. Piers for the new structure will be downstream extensions to piers of the most recent structure, and as such will not cause an increase in backwater. The present bridge is more than adequate to pass the design flood. Existing fill will be widened, but not lengthened in the floodplain and since this will not further encroach the floodplain, there will be no effect upon flood hydraulics.

PLANNING TO MINIMIZE HARM The impact with the greatest adverse potential is that associated with construction activities in the river. The Oregon State Highway Division has solicited the advice of the Oregon Wildlife Commission and the Idaho Fish and Game Commission in matters related to general construction and specifically to the use of explosives in the river. The Highway Division has been advised of water fowl nesting periods as well as fishing and duck-hunting seasons. Mutual agreement among the three agencies has included the following.

(1) All inwater work, including blasting, will be conducted between June and October. Required work between the June and October period will only be conducted after approval by local representatives of the Idaho Fish and Game Department and the Oregon Wildlife Commission.

(2) All efforts will be made to provide for boat traffic during construction.

(3) Areas of soil disturbance along the stream banks will be riprapped, revegetated or otherwise treated to prevent undue erosion.

(4) Local representatives of resource agencies will be notified prior to any underwater blasting. A blasting permit from the Fish Commission of Oregon will be required.

(5) The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

(6) The proposed bridge passes through a well field for the City of Ontario. Well #4 is 100 yards to the south and well #6 is 100 yards to the north of the bridge. The City of Ontario will be consulted to insure protection of the city's wells and pipes.

In addition, a stream channel permit will be required from the Idaho Department of Water Resources. The permit will be obtained through the Idaho Department of Highways after processing of this negative declaration.

Although no riprap or borrow material source has been selected, State regulations governing the rehabilitation of mined-lands will be followed (Oregon Revised Statutes 517.010 - 517.990).

The disposal of the dismantled steel-truss bridge will become the responsibility of the contractor. Utilities will be relocated as necessary. Water, air and noise pollution will not be sufficient to warrant any mitigative action.

BASIS FOR NEGATIVE DECLARATION

The basis for a negative declaration is predicted on the limited extent of the proposed project, the relative absence of adverse impacts and on plans to minimize harm. The Federal Highway Administration has examined the proposal and has concluded that the project will not generate a significant adverse impact on local and regional physical and cultural environments. The project is not expected to precipitate significant alterations in land use, planned growth, development patterns, traffic volumes or patterns, transportation services or manmade resources. The project has no 4(f) involvements. The project will not divide or disrupt any established community or cause a significant increase in traffic congestion. It is considered to be consistent with laws and regulations relating to the environment and will not have significant adverse impact on air quality or ambient noise levels.

Construction activities could have a temporary adverse impact on water quality and aquatic life in the Snake River. It is the opinion of The Oregon State Highway Division that mitigating procedures outlined in the section Planning to Minimize Harm will prevent significant adverse impact on these resources.

In conclusion, the Oregon State Highway Division believes that implementing this action will not have a significant impact on the quality of the human environment of a magnitude to require the processing of an Environmental Impact Statement.

TA:cb

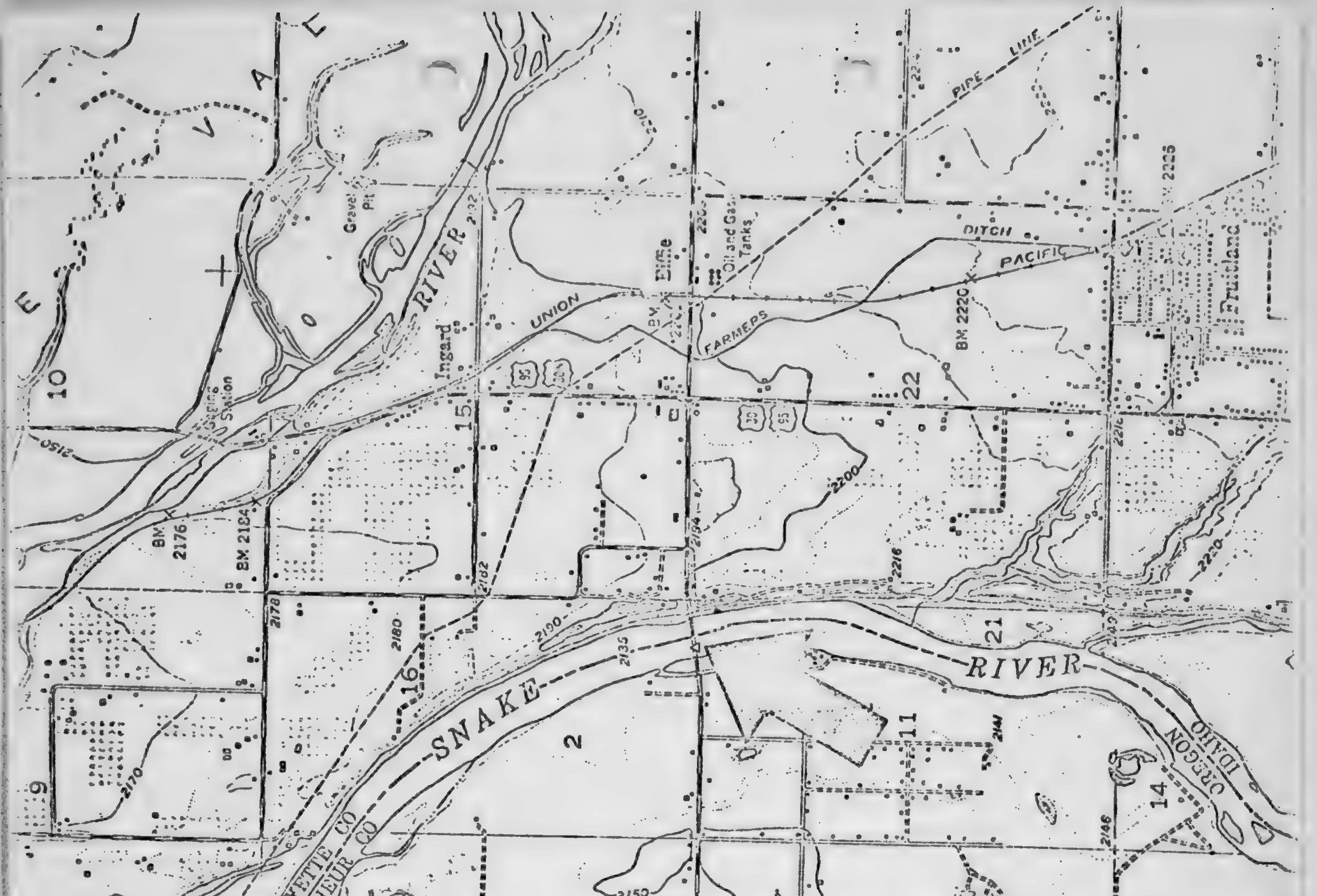
Concurred in by:

5/21/75
Date

Assistant State Highway Engineer

Date

FHWA Division Engineer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UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 6, 1975

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Program
Selection Criteria - Replacement Candidates

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter, Asst State Hwy Engr Operation

We have received the SI&A computer printout sheets for the State of Oregon listing the bridges with sufficiency rating of 50 or less and this is attached. We are also forwarding Oregon's bridge selection criteria for replacement candidates dated April 24, 1975.

Please note we find the following structures eligible as replacement candidates including the new 50 sufficiency rating for candidate selection.

Bridge	Bridge Numbers	Sufficiency Rating
Coquille River	00598	48.3
Ritner Creek	01251	50.0
2nd Street, La Grande	09069	22.0
Cozine Creek	18T01	23.7
Coalbank Slough	02478	26.1
Thomas Creek	12935	42.1
Oswego Lake Outlet	06070	43.1
Island City	04821	26.2
Bear Creek	32C11	36.3
Nehalem River	00574	44.0
Snake River - Idaho	01000	48.3
Beaverton Creek	13089	49.2

NOTED
E. S. HUNTER
CC Rulen
5-9-75

This information is based on your latest submittals to us under this program. We hope it will be helpful in your planning.

for G. L. Green

Attachment
Printout (Inc. error sheet)

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OTED
L. JOHNS

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

cc Hunter

Con 19-1
Ontario
Snake R
Idaho Ave

April 8, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. H. A. Schell, Jr.

Dear Mr. Green:

Special Bridge Replacement Program

The following is a summary status report of the top 20 bridges on the State's Special Bridge Replacement List. Six structures have been added to this list of 20. These are the structures for which revised ratings have been submitted and which are anticipated to have low sufficiency ratings.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
(1)	9069	Second St., LaGrande, Faus? City St.	22.0	$ Not available. Need Bond Issue

City of LaGrande project. Preliminary design completed by Oregon Bridge Engineering Co. No work on final design pending decision on financing by the City and approval of participation by the Union Pacific Railroad. The existing Second St. overcrossing cannot be closed until the now-under-construction LaGrande Undercrossing is completed.

(2)	18T01	Cosine Cr. in McMinnville Faus? City St.	23.7	$ 360,000 ?

4-16-75 City will construct fill & culvert not using SBRP $ - City passed bond issue [illegible]

This crossing on Davis St. is under study by the City. Proposed replacement is with a culvert and embankment. Funding was to be the subject of a special city bond issue.

4-15-75
Discussed with Wills,
[illegible]
need agree[illegible]
[illegible]

ROUTED TO
Wills
[illegible] Engineer

Discuss 4-14

RECEIVED
COUNTY & CITY SECTION
APR 1[illegible] 1975
☑ ENGR. ☐ COOR. ☑ DE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Item No.	Bridge No.	Bridge Name		Sufficiency Rating	Estimate	
(3.)	32C11	Bear Cr., Wallowa County FAS-476 now 32-104.	~~Co. Rd.~~ FASC	36.3	$ 150,000	

Presently programed for replacement as an FASC project. Scheduled for contracting 6-19-75.

(4.)	12935	Thomas Creek Br., Linn Co.	Co. Rd	42.1	200,000	Co

No survey for replacement to date.

(5.)	6070	Oswego Lake Outlet, City of Lake Oswego	FAUS City	43.1	350,000	75 FHWA 25 City $

4-16 City $ available after 7-1-75 or borrow prior if necessary.

Preliminary plans have been approved by the City. The State is preparing final plans for the City. The City anticipates having their share of financing available after July 1, 1975.for replacement under the SBR fund if such funds become available. ok

✓6.	574	Nehalem River Bridge Highway 9		44.0	1,600,000	(Cr/with Region)

No survey for replacement to date.

7.	583	Willamette River Bridge at Harrisburg, Hwy 59		48.1	1,438,532	

Unobligated 1975 and 1976 SBR funds have been applied to reconstruction of approaches now under contract.

8.	1000	Snake River Bridge Idaho Ave. in Ontario, Hwy #455		48.3	2,000,000	

Design is 15% complete. No activo design at this time. Scheduling is dependent upon release of additional SBR funds and Idaho's ability to finance their share.

✓(9.)	13089	Beaverton Creek	City-Co.?	49.2	105,000	Co

No survey to date. Formerly FAS 839 - Wash Co. - Now an urban route
SW 185th Ave FAU-0035
Approx 1 mile North of Aloha

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
10.	1C117	Powder River Bridge	51.2	$ 100,000
No survey to date.				
11.	662	Rock Creek Bridge	51.9	360,000
Replacement proposed—a super span arch. Scheduled for third quater 1975.				
12.	7C11	Crooked River Bridge at Lone Pine	52.4	280,000
No survey to date.				
13.	200	Hood River Bridge at Hood River	52.7	605,000
Old survey would require re-evaluation. No active work at this time.				
14.	7C12	Crooked River-Elliott Rd.Br.	53.1	165,000
No survey.				
15.	598	Coquille River at Coquille	53.7	1,625,000
Major relocation. No work at this time.				
16.	2058	Santiam River at Mill City	53.9	
Sufficiency rating being reviewed. Existing bridge may not warrant present rating. No replacement being planned.				
17.	2728	Willamette River-Van Buren St. Corvallis	54.6	3,100,000
Survey completed. Preliminary structural design complete. Public hearing and EIS required. No active design work at this time.				

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
18.	1731	Malheur River Bridge	56.8	$ 700,000
Plans are 90% complete. Scheduled for third quarter 1975.				
19.	1803B	Millican Creek Bridge	57.0	265,000
No survey to date.				
20.	1251	Ritner Creek Bridge	57.4	520,000
Plans 90% complete. Scheduled for 6-19-75.				
		Yachats River Bridge		600,000
Plans 80% complete. Scheduling contingent upon availability of SBR funds.				
		Chehalem Creek Bridge		2,650,000
Plans 70% complete. Scheduled for 6-19-75.				
		Polaski Creek Bridge		
No survey to date.				
		Williamson River Bridge		
No survey to date.				
	4821A	Grande Ronde River Bridge at Island City		700,000
Plans are complete. Scheduling contingent upon availability of SBR funds.				

If there is unrestricted release of Special Bridge Replacement funds, the State would be able to contract between June and September of 1975 the bridges listed under Items 3, 5, 11, 18 and 20, plus the Yachats River Bridge, the Chehalem Creek Bridge, and the Grande Ronde-Island City Bridge.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
H. S. Coulter
L. W. Rulien
John H. Wood

9367

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 27, 1975

FILE:

Bridge 1000B

WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Gary Potter
Manager
Environmental Section

SUBJECT:
Snake River Bridge at Ontario
Olds Ferry-Ontario Highway
Bridge 1000B
Bridge Replacement
Bridge Permit

NOTED
E. S. HUNTER

Attached is a copy of a letter from the Coast Guard stating they will not accept the FHWA declaration of a nonmajor action as satisfaction of NEPA requirements for the subject project.

Issuance of a bridge permit for this project is contingent upon their receipt of a negative declaration or EIS.

Please prepare the necessary document in order that permit processing may proceed.

RWE:dh
Attachment

cc E. S. Hunter /w/ attach.
Federal Highway Administration
L. L. Wallace
W. E. Schwartz

RECEIVED
MAR 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

3271
Serial 129
25 MAR 1975

Oregon State Highway Division
Attention: Mr. Walter J. Hart
Bridge Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

Your application for a permit for the proposed widening of the eastbound structure across the Snake River Mile 372.0 at Ontario, Oregon was received 16 January 1975. Your proposal was circulated by our Public Notice No. 75-N-03 dated 24 January 1975 with 3 March 1975 as the closing date for receipt of comments. To date no objections from interested parties concerning navigation or the environment have been received. The State of Oregon granted a Water Quality Certification for the project.

This application was being processed as a non-major federal action in accordance with Title 23 CFR, Chapter 1, (Federal Highway Administration, Department of Transportation, Design Approval and Environmental Impact), §771.9. It was believed the application could be processed with your environmental assessment and FHWA endorsement of approval under the joint Coast Guard-Federal Highway Administration memorandum of agreement. No EIS or Negative Declaration would then be required.

By Commandant, U.S. Coast Guard letter of 13 March 1975 to all Coast Guard Districts, applications for all bridge permits must be accompanied by a Negative Declaration or an EIS. DOT Order 5610.1B, paragraph 7e applies. The Coast Guard has not issued any instructions setting out a threshold level whereby some action may be classed non-major. Therefore, notwithstanding the FHWA decision of "Non-Major Federal Action", the Coast Guard must consider the issue of the bridge permit as a "Major Federal Action" insofar as NEPA treatment and procedures are concerned. Your assistance in preparation of the necessary document(s) for satisfaction of NEPA requirements will expedite your application.

RECEIVED
MAR 27 1975
BRIDGE DIVISION

NOTED
R. W. ELLISON

W. J. HART

Subj: Application for a permit for the proposed widening
of the eastbound structure across the Snake River
Mile 372.0 at Ontario, Oregon

A copy of the Commandant's directive is enclosed for your information. Should you have questions concerning procedure, please contact Mr. J. E. Shields of my staff.

Your cooperation is appreciated.

Sincerely,

R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
(1) Commandant ltr of 13 March 1975
to Distribution

Copy to: (w/encl.)
FHWA, Oregon Division Engineer, Salem, Oregon
FHWA, Attn: Mr. Irv Lloyd, Portland, Oregon

RECEIVED
MAR 27 1975
BRIDGE DIVISION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD (G-WBR/73)
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20590
PHONE: 202-426-0942

3271

18 MAR 1975

From: Commandant
To : Distribution

Subj: Federal Highway Administration Design Approval and Environmental Impact Regulations; effect on Bridge Administration

Ref : (a) 39 FR 41804 et seq. dtd 2 Dec 74
(b) COMDTINST 5922.1A dtd 13 Oct 71

1. Reference (a) was distributed to all district Aids to Navigation Branches in December 1974. These new regulations make major changes in the procedural policy of the Federal Highway Administration and the Department of Transportation in the area of environmental impact considerations.

2. One change, of particular significance to the USCG-FHWA relationship regarding the bridge permit function, is the distinction between major and non-major federal actions for the purposes of applying the provisions of the National Environmental Policy Act (see 23 CFR 771.9, 39 FR 41807). The distinction now being made by the FHWA for certain types of highway projects which could involve navigable waterway crossings, creates a potential conflict with Coast Guard environmental consideration of such projects since reference (b) presently requires an EIS or negative declaration be prepared for every bridge permit application processed by the Coast Guard. The districts may now expect to be confronted with permit applications involving FHWA projects which do not have a FHWA approved EIS or negative declaration because FHWA has determined the project, from their viewpoint, is a non-major federal action.

3. Heretofore, when FHWA was involved in a highway project and acted as lead agency for NEPA consideration under the provisions of the USCG-FHWA Memorandum of Understanding, Coast Guard review of the FHWA approved EIS or negative declaration was limited to considering only the impacts of the bridge structure and its immediate approaches. If these impacts were adequately addressed, FHWA's EIS or negative declaration could be accepted by the Coast Guard as satisfying its NEPA obligations. The Coast Guard presently has no regulation or instruction compatible to reference (a) which allows the Coast Guard to determine certain types of bridge permit actions are not major federal actions for NEPA purposes. Therefore, in those situations where FHWA determines a project constitutes a non-major action and accordingly does not prepare any NEPA environmental documentation for the project, the Coast Guard must independently develop

RECEIVED
MAR 2 7 1975
BRIDGE DIVISION

and prepare an EIS or negative declaration for the bridge and its approaches.

4. In view of the above, significant changes in Coast Guard policy are expected with respect to defining types of bridge permit actions that are not major federal actions for NEPA purposes. In the interim, we recognize that FHWA may not appreciate the Coast Guard developing an EIS or negative declaration for bridge permit actions related to a project it has determined to be non-major. In this regard, we are aware that the USCG-FHWA Memorandum of Understanding is obsolete having been overtaken by the above changes in procedural policy. A new memorandum as well as compatible revisions to reference (b) and Chapter 2 of the Bridge Manual that will give clear guidance to the districts for processing a permit application that involves a determination of non-major by FHWA is under preparation. At this time, the provisions of the memorandum remain applicable only for those cases which FHWA considers the highway project to constitute a major action.

J. [illegible]
By direction

Distribution:
All districts(oan)

RECEIVED
MAR 2 7 1975
BRIDGE DIVISION

9P67

File: Br. 1000B

March 14, 1975

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
Federal Bldg.
915 Second Ave.
Seattle, WA 98174

Dear Sir:

Proposed Widening of Eastbound Structure
Across the Snake River at Ontario, Oregon
Environmental Assessment - FHWA Concurrence

Enclosed is a copy of the Federal Highway Administration's letter dated March 3, 1975, regarding the subject project environmental assessment.

They concur with our finding that the proposed project constitutes a nonmajor action.

I believe this letter completes the documentation you require for permit processing on this project.

Very truly yours,

Walter J. Hart
Bridge Engineer
By
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encl.

cc F. B. Klaboe
A. E. Johnson
H. S. Coulter
R. L. Schroeder
W. J. Hart

D. H. Moehring

cc L. W. Rulien
G. Potter
W. Schwartz

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
MAR 17 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 3, 1975

In reply refer to: 1041DA.A

SUBJECT: Oregon Project RF-28(-)
Olds Ferry-Ontario Highway
Snake River Bridge, Ontario Spur
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's January 27, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

The need for a public hearing will depend on the resolution of the revisions of your Action Plan now under consideration.

NOTED
E. S. HUNTER

William H. Kappus
for G. L. Green

cc:
OSHD (G Potter)

Attachment
Project Assessment

RECEIVED
STATE HWY ENGR
MAR 1 0 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act

NOTED
L. E. [illegible]

3-10-75
Rulien - Please handle.

RECEIVED
[illegible] 1975
OFFICE OF
[illegible] STATE HIGHWAY ENGINEER

3-10-75
ORIGINAL TO
L.W. Rulien
W/att

February 24, 1975

Commander (Oan)
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Proposed Widening of Eastbound Structure
Across the Snake River at Ontario, Oregon
Bridge 1000B, Environmental Assessment

In accord with Mr. A. E. Johnson's letter of January 15, 1975, enclosed are five copies of the environmental assessment for the subject project. This project is considered to be a non-major action requiring no further environmental documentation. The assessment as been referred to the Federal Highway Administration but concurrence has not been received. We will send you a copy of the concurrence as soon as it is available.

We understand that processing of a permit for this structure is proceeding without incident.

Very truly yours,

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE:dh
Enclosures
bc F. B. Klaboe - A. F. Johnson
E. S. Hunter
H. S. Coulter
R. L. Schroeder
Walter J. Hart
D. H. Moehring
L. W. Rulien
Gary Potter
W. E. Schartz

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
FEB 25 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Robert W. Straub
XXXXXXXXXX

January 15, 1975

Commander (oan)
13th Coast Guard District
U. S. Coast Guard
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Proposed Widening of Eastbound Structure
Across the Snake River at Ontario, Oregon
Bridge No. 1000 B

Application is hereby made by the Highway Division of the State of Oregon at Salem, Oregon for approval by the Commandant of the Coast Guard of plans for a bridge widening to be constructed across the Snake River at Ontario, Oregon, 372 miles above the mouth of the waterway. One set of reproducibles and four prints each of Sheets 1 through 4 of the permit drawings are enclosed.

Legal authority for the structure is found in the General Bridge Act of 1946, amended. Enclosed are four certified copies of the Oregon Transportation Commission's approval for the subject project. This structure will be financed by State and Federal funds.

The two existing bridges were constructed under navigation permits issued by the U. S. Army Corps of Engineers. The westbound bridge permit was dated October 5, 1923 and the eastbound bridge permit was dated July 7, 1966.

The existing westbound bridge will be removed completely to the natural streambed and replaced by widening the existing eastbound bridge as shown on Sheet 3 of the drawings. Proposed construction clearances are shown on Sheet 4.

This application is being sent to you prior to availability of the Environmental Impact Statement in order that processing may be started. The environmental assessment is nearly completed and will be forwarded to the Federal Highway Administration this week for concurrence. It is anticipated that their concurrence will be received approximately one week later. The assessment will identify the project as a nonmajor action or will require a negative declaration. You will be furnished a copy as soon as it is available.

This project is being developed for financing under the Federal Special Bridge Replacement Fund. Funding levels under this program are highly indeterminate. It is anticipated there may be an increase in the funding levels, depending upon the future state of the economy. Because of this uncertainty, we request the permit time limits indicate a commencement of construction within three years and completion within five years of the date of the permit.

Please advise us of any requirements for navigation lights on this project.

It is requested that the Coast Guard issue a permit for this construction.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

Enc.

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. L. Schroeder
Walter J. Hart
D. H. Moehring
L. W. Rulien
Gary Potter
W. E. Schwartz

RWE:dh ja

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, C. W. Head, Supervisor, Commission Services, Department of Transportation, Highway Division, do hereby certify that the attached photocopy of Report of Actions Taken Under Delegated Authority listing Chairman Glenn L. Jackson's approval of May 31, 1974, on behalf of the Transportation Commission, of an agreement with the State of Idaho covering replacement of the westbound Snake River Bridge on the Olds Ferry-Ontario (Spur) Highway in Malheur County, has been compared with the original and that the same is a true and correct copy of said report and of the whole thereof.

DATED this 10th day of December, 1974.

C. W. Head

C. W. Head
COMMISSION SERVICES

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the attached items and report this action for your official records.

Dated this 31st day of May, 1974.

Glenn Jackson

Chairman
Oregon Transportation Commission

Attachment List

1) Options accepted (21) Report of May 24, 1974
2) Approved an agreement with State of Idaho
3) Approved an agreement with City of Prineville
4) Approved an agreement with City of Silverton
5) Approved an agreement with Umatilla County and City of Milton-Freewater

Construction-maintenance agreement with the State of Idaho covering replacement of the westbound Snake River Bridge on the Olds Ferry-Ontario (Spur) Highway in Malheur County. The agreement provides for Oregon and Idaho to share equally in costs of the bridge, with each State being responsible for their own approaches. Oregon will perform maintenance operations with Idaho paying one-half the cost of this service. Two plans have been presented; however, the State of Idaho has not indicated which plan they prefer. Cost of replacing the westbound bridge is estimated at $1,440,000 and widening the eastbound bridge to four lanes at $1,750,000. Oregon has stated a preference for widening the eastbound bridge and removal of the westbound bridge.

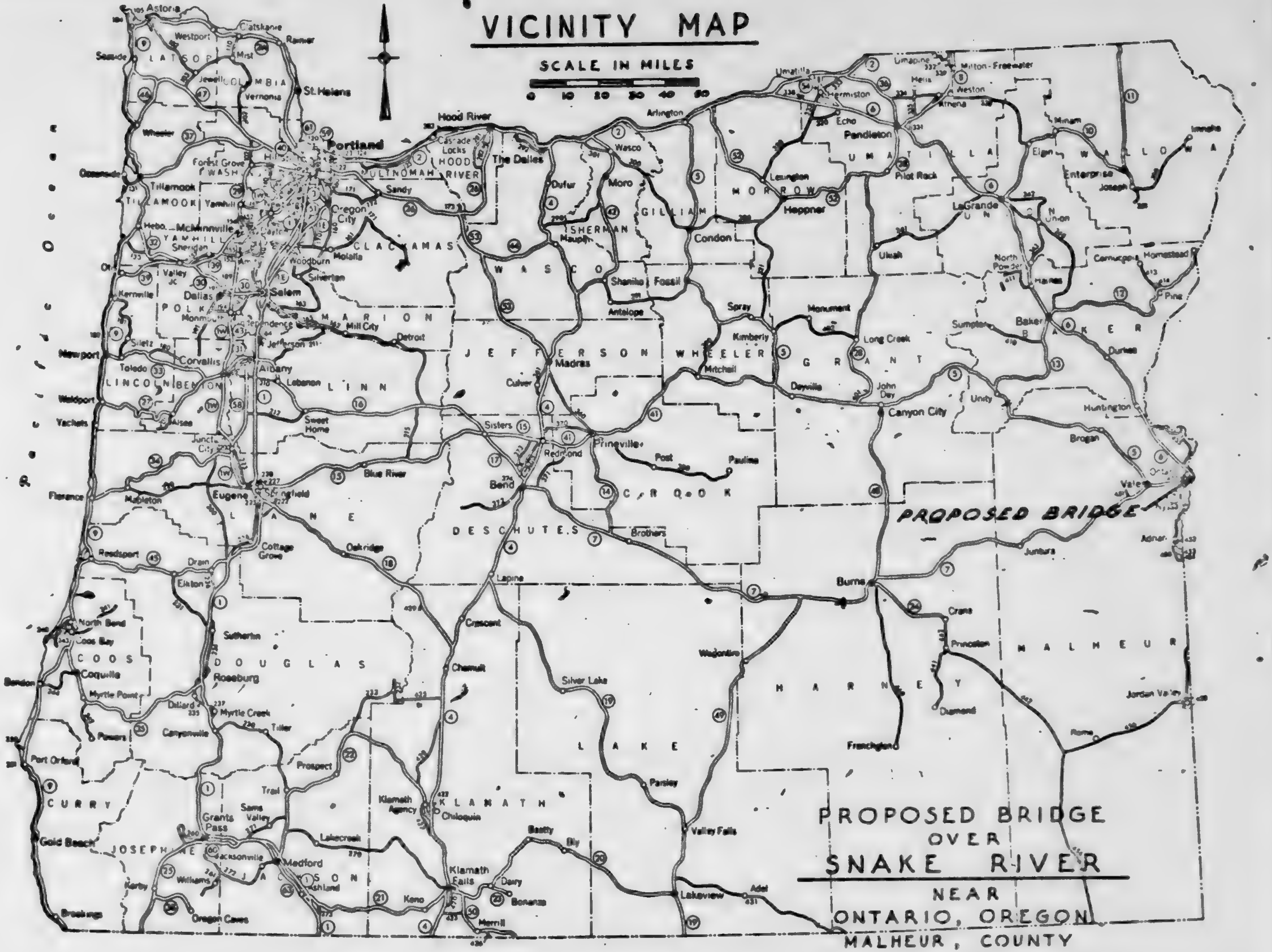
Cooperative-construction agreement with the City of Prineville for construction of a bicycle-pedestrian facility along Ochoco Creek and lying between the Madras-Prineville Highway and the Ochoco Highway in Crook County. The City has agreed to furnish all right of way, build a bridge over Ochoco Creek and maintain the bikeway after completion of construction by the State. The project has been advertised for contract at the May 23, 1974, bid opening with an estimated cost of $110,400.

Agreement with City of Silverton in Marion County will implement a one-way couplet, extending the Cascade Highway South and adding the paralleling and connecting streets necessary for the grid operation to the system. Approximately .5 of a mile will be added to the Secondary Highway System by this agreement.

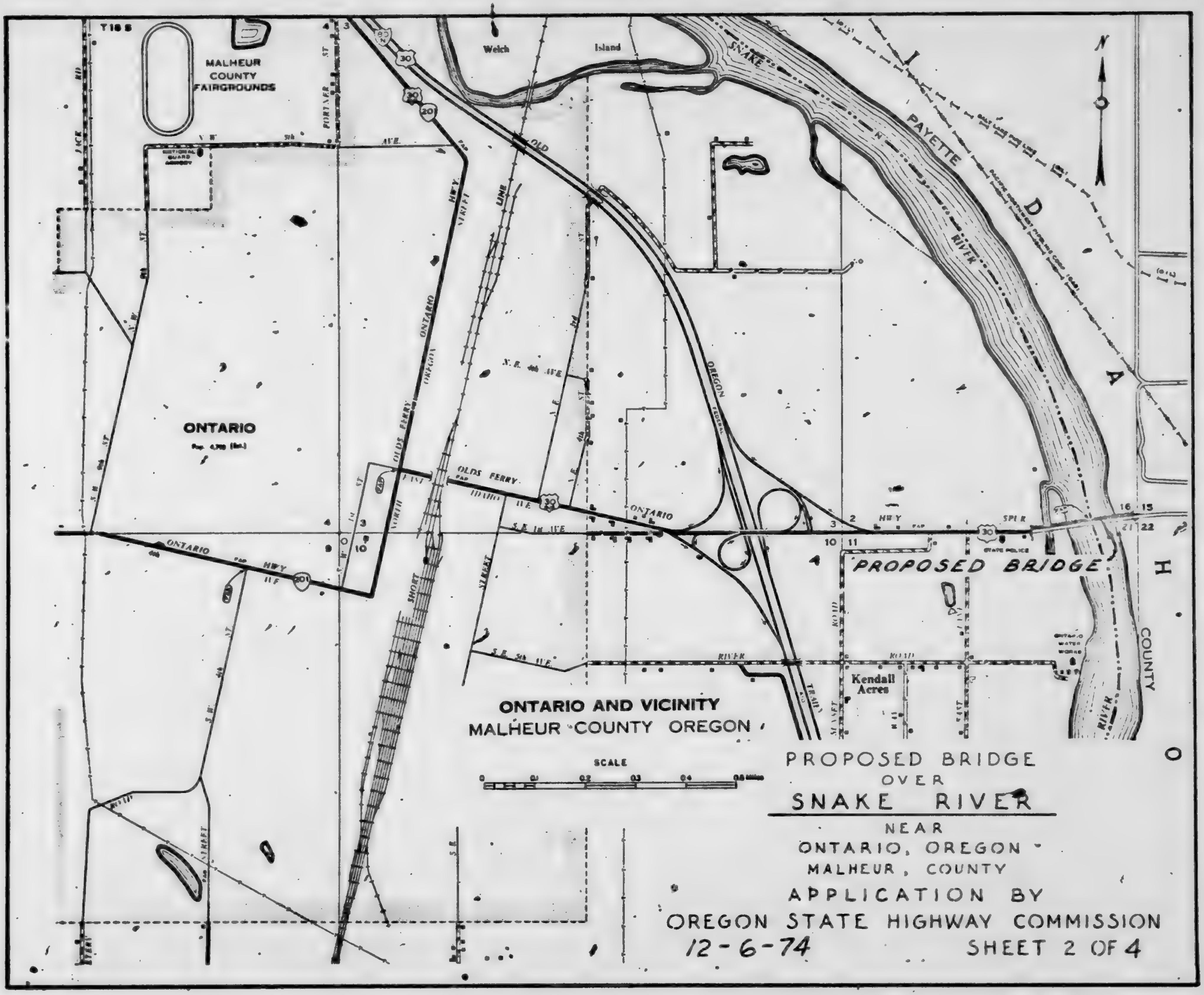
Cooperative construction-finance agreement with Umatilla County and the City of Milton-Freewater providing a detour for highway traffic during construction of the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway. Elizabeth Street, under County and City jurisdiction, is to be improved to standards acceptable for use of highway traffic. The City has acquired the necessary right of way and is participating in the amount of approximately $30,000. This method of handling traffic will greatly facilitate the removal and reconstruction of two structures crossing the highway in the vicinity of 8th Avenue and the City will have gained an improved street.

APPROVED
STATE HIGHWAY ENGINEER
DATE: 5/24/74

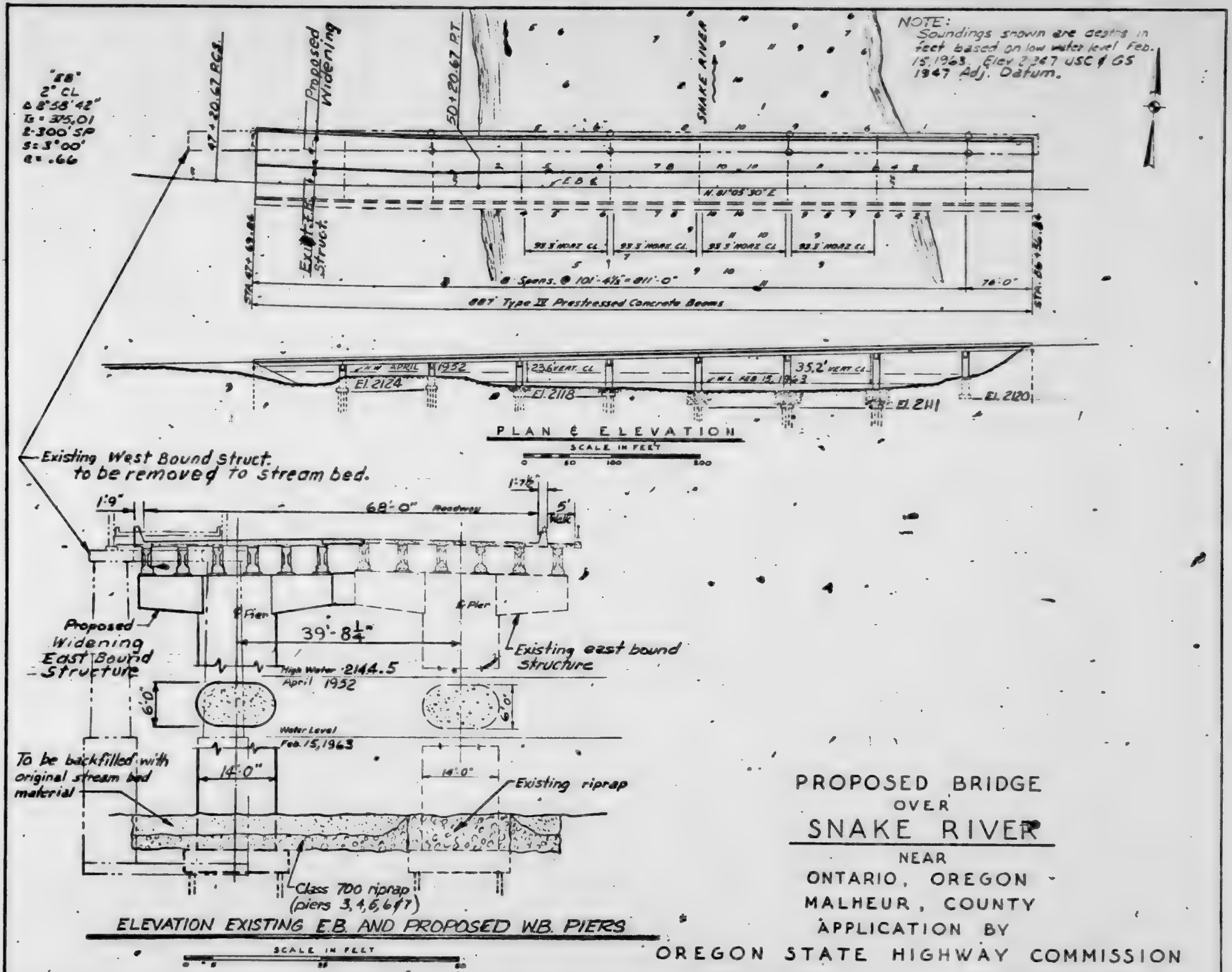
VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
Ocean
Portland
Astoria
Seaside
St. Helens
Tillamook
McMinnville
Salem
Dallas
Corvallis
Albany
Newport
Eugene
Springfield
Florence
Roseburg
Coos Bay
North Bend
Coquille
Grants Pass
Medford
Ashland
Gold Beach
Brookings
Klamath Falls
Lakeview
Hood River
The Dalles
Madras
Redmond
Bend
Prineville
Burns
John Day
Canyon City
Baker
LaGrande
Pendleton
Enterprise
Joseph
Vale
Jordan Valley
CLATSOP
COLUMBIA
WASH
TILLAMOOK
YAMHILL
POLK
LINCOLN
BENTON
MARION
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
JEFFERSON
CROOK
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
WHEELER
GRANT
UNION
WALLOWA
BAKER
HARNEY
MALHEUR
HOOD RIVER
MULTNOMAH
CLACKAMAS

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74
SHEET 1 OF 4


I
D
A
H
O
COUNTY
N
PAYETTE
RIVER
SNAKE
RIVER
Welch
Island
MALHEUR
COUNTY
FAIRGROUNDS
T18S
JACK RD
PORTNER ST
N.W. 5th AVE
ONTARIO
OLD
OREGON
FEDERAL
TRAIL
ONTARIO
HWY
SPUR
ONTARIO
Pop. 6,700
OLDS FERRY
IDAHO
OREGON
SHORT
LINE
N.E. 4th AVE
S.E. 1st AVE
S.E. 5th AVE
RIVER
ROAD
Kendall
Acres
SUNSET
PROPOSED BRIDGE
16 15
21 22
3 2
10 11
30
20
201
ONTARIO AND VICINITY
MALHEUR COUNTY OREGON
SCALE
0
0.1
0.2
0.3
0.4
0.5 Miles

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74
SHEET 2 OF 4



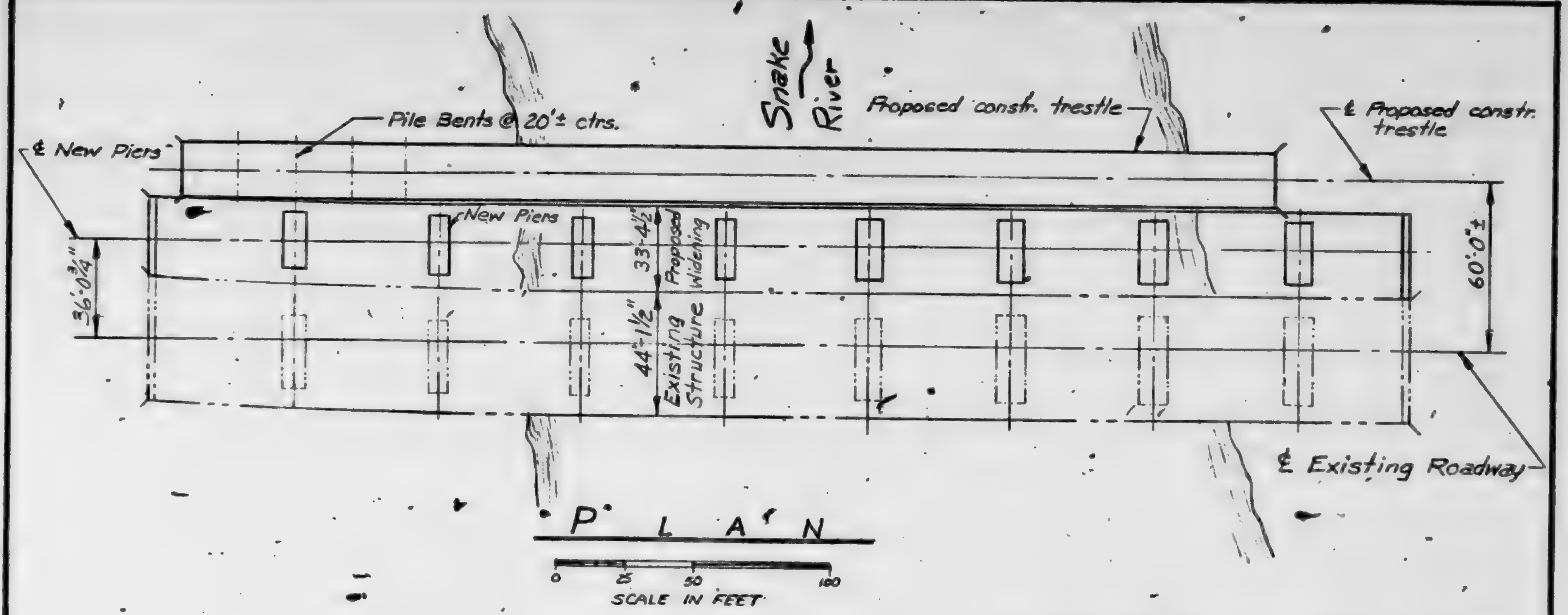
"EB"
2° CL
Δ 8°58'42"
T = 375.01
2-300' SP
S = 3°00'
e = .66
47+20.67 P.C.S.
Proposed Widening
Exist. E.B. Struct.
50+20.67 P.T.
SNAKE RIVER
E.B. ℄
N. 81°05'30" E
93.5' HORZ. CL.
93.5' HORZ. CL.
93.5' HORZ. CL.
93.5' HORZ. CL.
8 Spans @ 101'-4½" = 811'-0"
76'-0"
887' Type III Prestressed Concrete Beams
STA. 47+63.84
STA. 56+50.84
H.W. APRIL 1952
23.6' VERT. CL.
35.2' VERT. CL.
L.W.L. FEB. 15, 1963
El. 2124
El. 2118
El. 2111
El. 2120
PLAN & ELEVATION
SCALE IN FEET
0 50 100 200
Existing West Bound Struct. to be removed to stream bed.
1'-9"
68'-0" Roadway
1'-7½"
5' Walk
℄ Pier
℄ Pier
39'-8¼"
High Water 2144.5 April 1952
Proposed Widening East Bound Structure
Existing east bound structure
6'-0"
6'-0"
Water Level Feb. 15, 1963
14'-0"
14'-0"
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap (piers 3, 4, 6, & 7)
ELEVATION EXISTING E.B. AND PROPOSED W.B. PIERS
SCALE IN FEET

NOTE:
Soundings shown are depths in feet based on low water level Feb. 15, 1963. Elev 2107 USC & GS 1947 Adj. Datum.

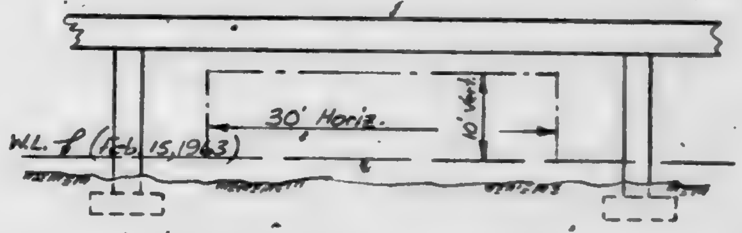
PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION

12-6-74

SHEET 3 OF 4


Snake River
Pile Bents @ 20'± ctrs.
Proposed constr. trestle
℄ Proposed constr. trestle
℄ New Piers
New Piers
36'-0¾"
33'-4½" Proposed Widening
44'-1½" Existing Structure
60'-0"±
℄ Existing Roadway
0
25
50
100
SCALE IN FEET

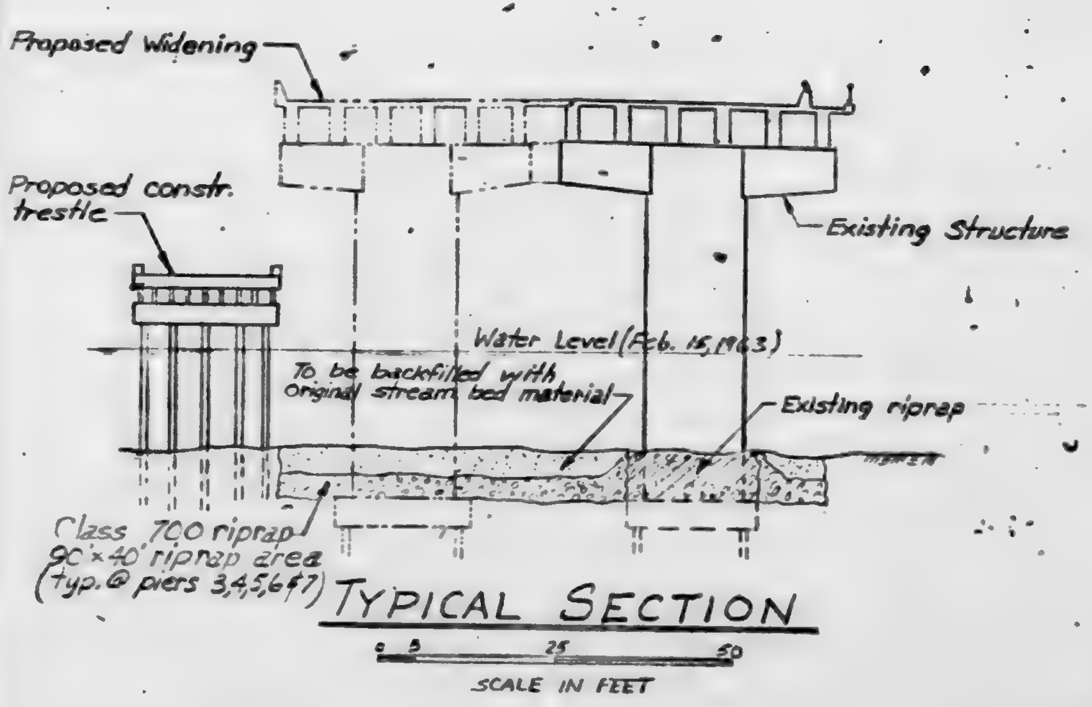
P L A N


30' Horiz.
10' Vert.
W.L. ℄ (Feb. 15, 1963)

CONSTRUCTION CLEARANCES

No Scale

The contractor shall provide the horizontal and vertical navigation construction clearances shown above in any part of any one river span.


Proposed Widening
Proposed constr. trestle
Existing Structure
Water Level (Feb. 15, 1963)
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap
90'×40' riprap area
(typ. @ piers 3,4,5,6 & 7)
0
5
25
50
SCALE IN FEET

TYPICAL SECTION

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-17-74
SHEET 4 OF 4

PRO 4-3

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE March 11, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Olds Ferry-Ontario Highway
Snake River Bridge
Ontario Spur
Malheur County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell

3-14-75
ORIGINAL TO
L.W. Rulien
w/att.

approved
3-13-75
ESH

RECEIVED
MAR 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9861

File Br. 1000B

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 28, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P O Box 300
Salem, OR 97308

Dear Mr. Green:

Snake River Bridge
Olds Ferry-Ontario Highway
Malheur Co.

Attached are two prints of drawings 30085 and 29682 which are the preliminary plan and elevation and vicinity map respectively for the subject structure. Also attached is the Hydraulic Report. The Foundation Report will be forwarded as soon as it is available. An environmental assessment is being made for this project and the result will also be forwarded as soon as the assessment is completed.

The widened roadway will provide for four 12-foot traveled lanes, two 8-foot shoulders, a 4-foot median and 5-foot sidewalk. The estimated cost based on a preliminary quantity estimate is $1,950,000 including 30% for engineering and contingencies.

An alternate study was made leaving the existing Eastbound structure intact and constructing a separate Westbound structure utilizing the existing piers. This would have been the most economical solution, but field investigation indicated the existing piers were in very poor condition and, therefore, this alternate was eliminated. The existing Eastbound structure will be used to handle both east and west bound traffic during construction.

RECEIVED
JAN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The current ADT is 10,000 vehicles.

A navigation permit is required for this structure and drawings have been prepared based on the attached preliminary design. This submittal will go to the Coast Guard in the near future.

The preliminary plan was approved by the State of Idaho by letter dated November 22, 1974.

Fish and Game authorities of both Idaho and Oregon have approved the use of explosives for the dropping of the old truss spans and the removal of underwater concrete.

This structure is not presently scheduled, but is included on the Special Bridge Replacement List and will be contracted when funds are available. This project is being submitted to you at this time for your approval. Please return one print with your approval and/or comments.

Very truly yours,

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

PMO:dh
Enclosures

cc E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
W. E. Schwartz /w/ encls.

9867

t

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

RECEIVED
STATE HWY ENGR
JAN 30 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

3271
Serial 18
24 January 1975

A. E. JOHNS

NOTED
E. S. HUNTER

In reply refer to
Proposed bridge widening
Crossing the Snake River
near Ontario, Oregon

PUBLIC NOTICE NO. 75-N-03

BRIDGES

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District from Oregon State Highway Division for approval of location and plans to widen an existing fixed highway bridge across a navigable waterway.

WATERWAY AND LOCATION

Snake River Mile 372.0 near Ontario, Oregon (Highway U.S. 30).

CHARACTER OF WORK

The proposal is to replace the existing steel truss bridge which carries the two westbound traffic lanes of Highway U.S. 30. This truss bridge was reconstructed in 1924 in accordance with permit granted 4 October 1923.

Under permit dated 7 July 1966 a second bridge was constructed in 1968 adjacent upstream to the steel truss bridge. This newer bridge now carries the two eastbound traffic lanes. This proposal is to widen the bridge constructed in 1968 to carry both east and west bound traffic lanes. The old steel truss bridge reconstructed in 1924 would be completely removed.

Navigation clearances after the bridge is widened will be the same as provided by the bridge which was constructed in 1968.

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the bridge widening will be granted rests upon the effect of the proposal on navigation, environment, etc. Other pertinent facts, such as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc., will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. The applicant has conducted an environmental assessment of the proposal and has concluded the project is a non-major Federal action and, therefore, not subject to NEPA treatment. The Coast Guard will conduct an independent investigation of the environmental effect the proposed bridge widening will have on the quality of the human environment. From information presently available, it appears the proposal will be considered a non-major federal action.

SOLICITATION OF COMMENTS

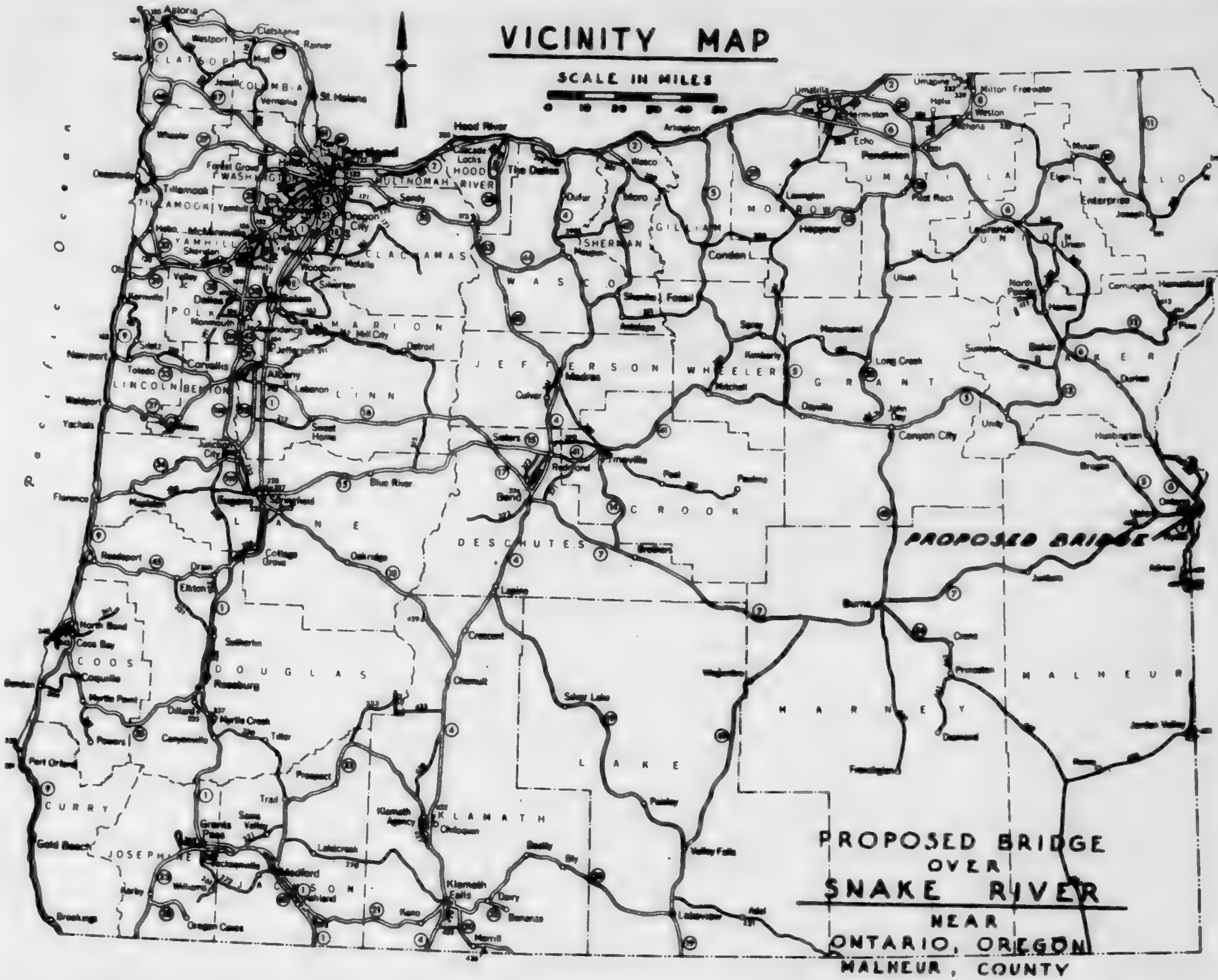
Interested parties are requested to express their views, in writing, on the suitability of the location, adequacy of the navigation clearances, and effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of Commander, Thirteenth Coast Guard District, Attn: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, through 3 March 1975.

This notice consists of two pages, four sheets of drawings and one sheet Oregon Department of Environmental Quality Public Notice.

R. V. HACKNEY
Captain, U.S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

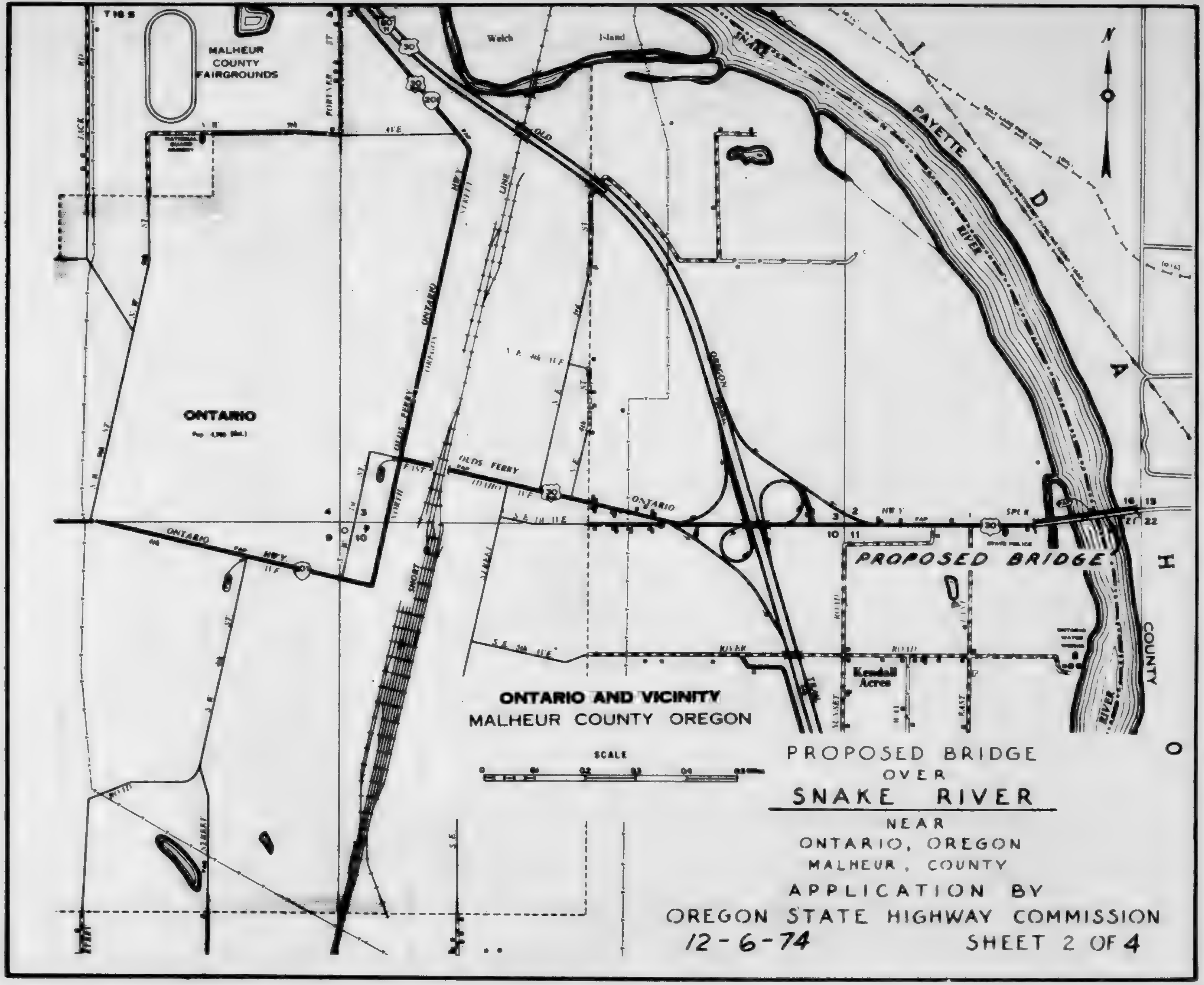
Encl: (1) Drawings (4)
(2) P/N Ore DEQ

VICINITY MAP

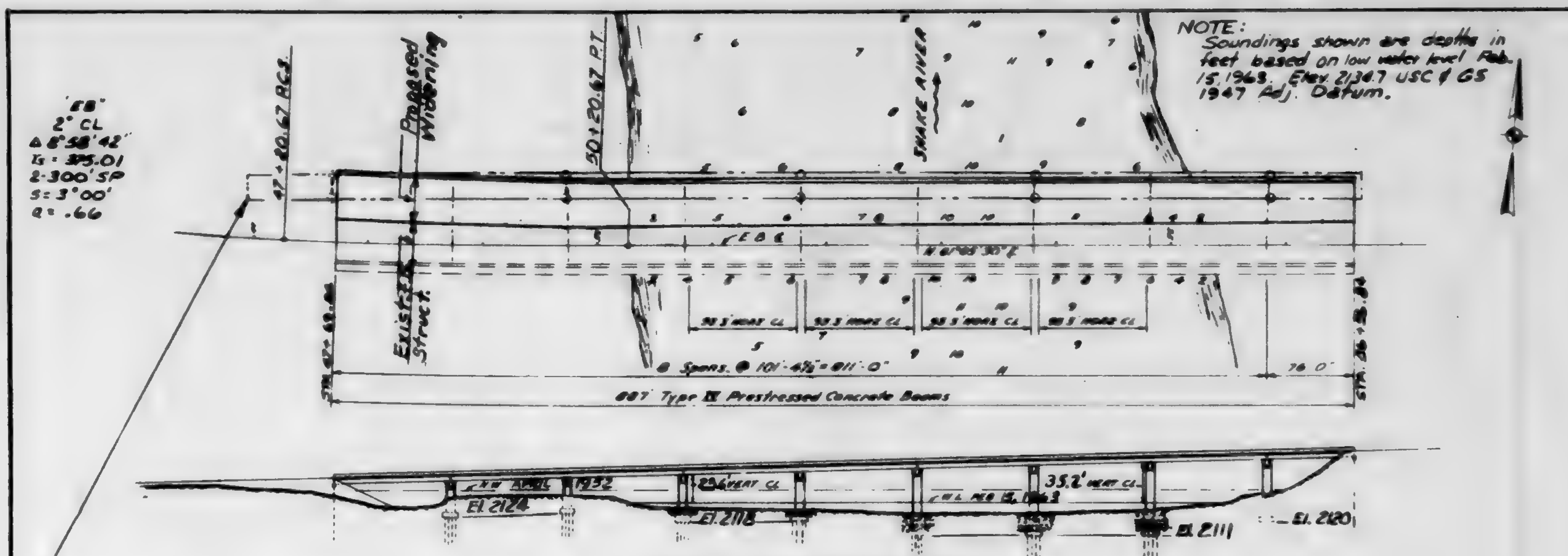

SCALE IN MILES
0 10 20 30 40 50
Pacific Ocean
CLATSOP
COLUMBIA
WASHINGTON
MULTNOMAH
HOOD RIVER
TILLAMOOK
YAMHILL
CLACKAMAS
POLK
MARION
LINCOLN
BENTON
LINN
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
JEFFERSON
WHEELER
GRANT
BAKER
CROOK
DESCHUTES
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
MALHEUR
PROPOSED BRIDGE

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY

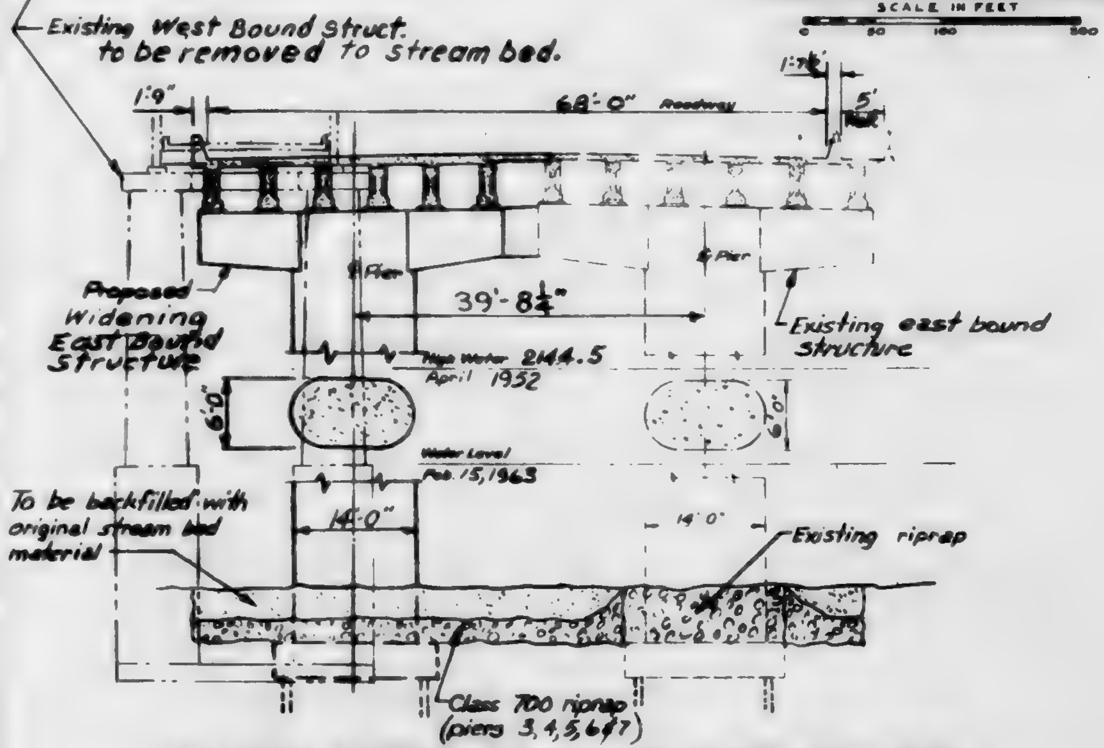
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74
SHEET 1 OF 4


ONTARIO AND VICINITY
MALHEUR COUNTY OREGON
SCALE
N
I D A H O
COUNTY
SNAKE
PAYETTE
RIVER
RIVER
Welch
Island
MALHEUR
COUNTY
FAIRGROUNDS
ONTARIO
PROPOSED BRIDGE
Kendall Acres
OLD
OREGON
OLDS FERRY
ONTARIO
HWY
SHORT
LINE
PORTNER ST
JACK RD
30
T18S

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-6-74
SHEET 2 OF 4


NOTE:
Soundings shown are depths in feet based on low water level Feb. 15, 1963. Elev. 2130.7 USC & GS 1947 Adj. Datum.
"EB"
2° CL
Δ 8°58'42"
Ts = 395.01
2-300' SP
S = 3°00'
e = .66
47+80.67 BCS
Proposed Widening
50+20.67 P.T.
SNAKE RIVER
Existing Struct.
EB ℄
8 Spans @ 101'-4½" = 811'-0"
76'-0"
887' Type III Prestressed Concrete Beams
HW April 1932
29.6' VERT CL
35.2' VERT CL
WL Feb 15, 1963
El. 2124
El. 2118
El. 2111
El. 2120
SCALE IN FEET
0
50
100
200

PLAN & ELEVATION

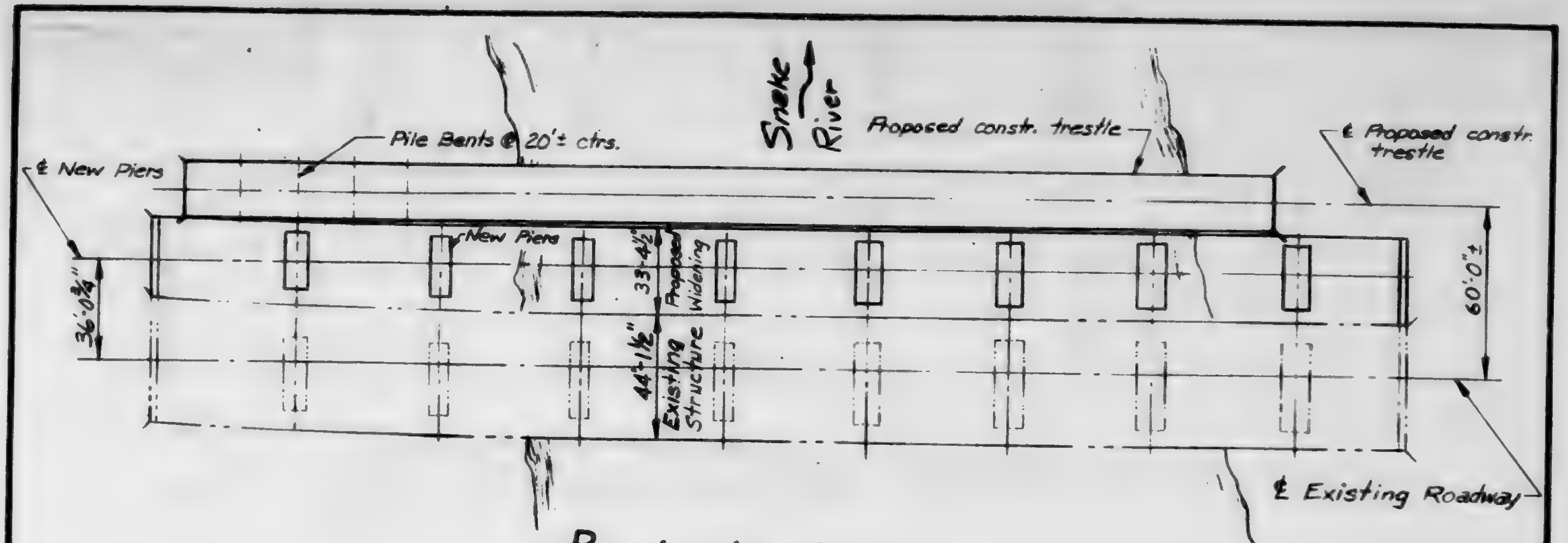

Existing West Bound Struct. to be removed to stream bed.
1'-9"
68'-0" Roadway
1'-7½"
5'
℄ Pier
℄ Pier
39'-8½"
Proposed Widening East Bound Structure
Existing east bound structure
High Water 2144.5 April 1932
6'-0"
6'-0"
Water Level Feb. 15, 1963
14'-0"
14'-0"
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap (piers 3, 4, 5, 6 & 7)
SCALE IN FEET
0
5
10
20

ELEVATION EXISTING E.B. AND PROPOSED W.B. PIERS

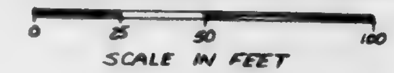
PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION

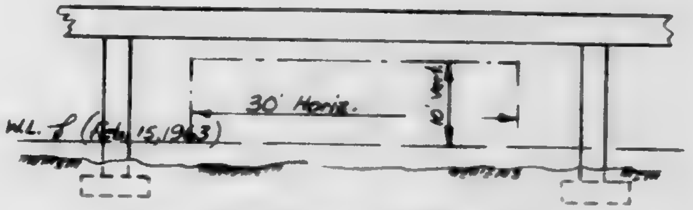
12-6-74

SHEET 3 OF 4


Snake River
Pile Bents @ 20'± ctrs.
Proposed constr. trestle
℄ Proposed constr. trestle
℄ New Piers
New Piers
33'-4½"
Proposed Widening
44'-1½"
Existing Structure
36'-0¾"
60'-0"±
℄ Existing Roadway

PLAN

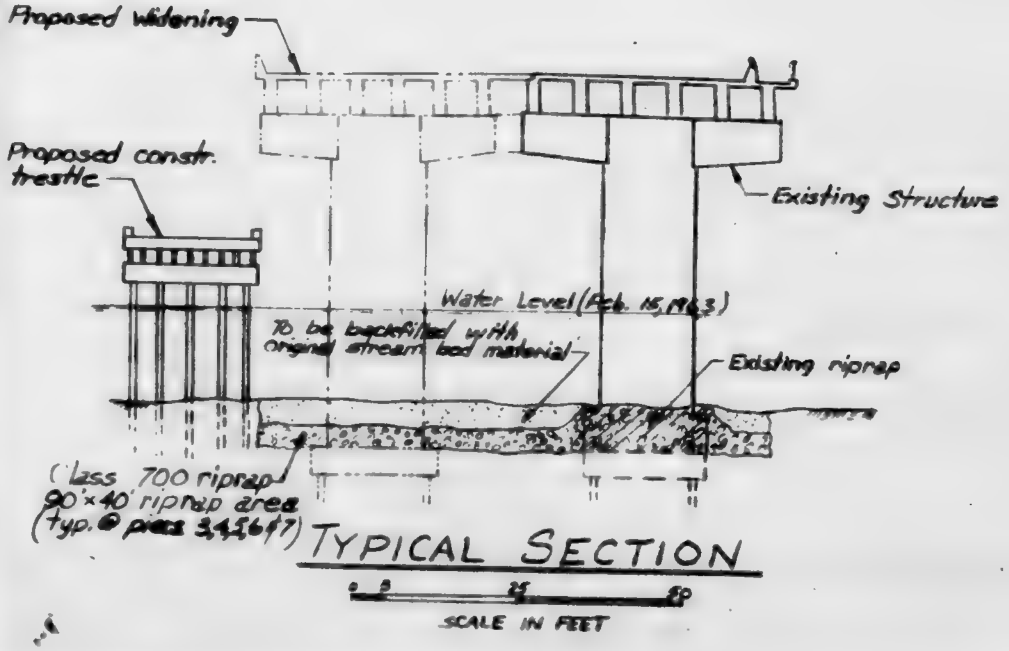

0
25
50
100
SCALE IN FEET


30' Horiz.
10' Vert.
W.L. ℄ (Feb. 15, 1963)

CONSTRUCTION CLEARANCES

No Scale

The contractor shall provide the horizontal and vertical navigation construction clearances shown above in any part of any one river span.


Proposed Widening
Proposed constr. trestle
Existing Structure
Water Level (Feb. 15, 1963)
To be backfilled with original stream bed material
Existing riprap
Class 700 riprap
90'×40' riprap area
(typ. @ piers 3,4,5,6 & 7)
0 5
25
50
SCALE IN FEET

TYPICAL SECTION

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
12-17-74
SHEET 4 OF 4

9867

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 23, 1975
Salem, Oregon

FILE: Br. 1000B

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memorandum to the Files

SUBJECT:
Snake River Bridge
Ontario, Oregon
Structure Replacement
Underwater Blasting
Time Limitation

NOTED
E. S. HUNTER

I telephoned Mr. Herb Pollard, Regional Fishery Manager, Idaho Fish & Game Commission, this morning regarding removal of the old structure at the subject site.

He indicated that there are geese nesting in the area between March 15 and May 15. The area also enjoys a seasonal fishery prior to June and duck hunting season begins in October.

It was agreed that in order to avoid fish and game conflicts there should be no blasting from the end of October until the first of June without prior approval of the Idaho Regional Fishery Manager and the local Oregon Wildlife representative. This restriction would apply to dropping the truss by blasting and to removal of underwater concrete by blasting.

It was also agreed that the Fish and Wildlife representatives will be notified by the resident engineer prior to doing any underwater blasting in order that they may monitor possible fish kills for scientific purposes.

RWE/ag

cc E. S. Hunter
W. Schwartz
C. G. Swenson
G. Potter
L. L. Wallace
Herb Pollard, Idaho Fish & Game
Burt Carnegie, Oregon Fish Comm.
Jim Lauman, Oregon Wildlife Comm.

RECEIVED
JAN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9867

PRO 4-2

SALEM, OREGON

January 16, 1975

Mr. John R. Oakes
Asst. Right-of-Way Engineer

L. W. Rulien
Project Management Engineer

Programing
File 48451
Snake River Bridge (Ontario-Spur) Section
Olds Ferry-Ontario Highway
Malheur County

State funds in the amount of $1,000 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with IM 80-1-72 dated 7/28/72, "Protective Buying and Hardship Acquisition".

This is a fiscal year 1975 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 123-2067 should be used for thise expense.

CRM:ljt

cc: Bill Monner
    C. P. Laux

9667

File: Br. No. 1000B

E S Hunter

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 10, 1975

Mr. Burton Carnegie
Fish Commission of Oregon
307 State Office Bldg.
Portland, OR 97201

Dear Mr. Carnegie:

Snake River Br.-Ontario, Oregon
Bridge Replacement

In accord with our telephone conversation this morning, I enclose a copy of the profile and plan of the existing steel truss bridge across the Snake River at Ontario and a plan and elevation of our proposed replacement structure.

The existing crossing consists of the old steel truss bridge and a modern concrete bridge, each carrying traffic in one direction. We are now planning to replace the old steel truss bridge by widening the concrete structure.

In order that existing navigation clearances may be maintained, it is necessary that the piers for the widening be placed in the same location as the piers for the old steel truss bridge. This will require that about half of each existing pier and footing for the two water piers be removed to the bottom of the footing. The other half of each pier will be removed to streambed only. Such removal will require excavation to the bottom of the existing pier footing and drilling and shooting of the underwater portions of the piers and footings in order that they may be removed by clamshell bucket.

Our current design concept is dependent upon removal in this manner. Water depth to bottom of the pier footings is about 24 feet.

RECEIVED
JAN 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

I understand from our conversation that you are in accord with this procedure and that you will contact the Idaho State Fish Agencies for their comment.

I have contacted the Oregon Wildlife Commission, the Oregon Department of Environmental Quality, and the Idaho office of the Bureau of Sport Fisheries (Department of Interior) regarding the planned removal process and have received no objections. However, they do share your concern about scheduling operations in order to avoid blasting during periods when fish concentrate in the area. I await such scheduling information from each agency.

I certainly appreciate your cooperation in this and past projects and will sincerely endeavor to maintain this cooperative spirit.

If you need additional information, do not hesitate to ask.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encl.
cc Glen Carter - DEQ w/encl.
Jim Lauman - Wildlife Comm. w/encl.
Dick Fisher - Bureau of Sport Fisheries w/encl.
Boise
E. S. Hunter
P. M. Oakley

9467

FILE: Br. 1000B

November 6, 1974

Mr. Victor N. Richardson PE
State Highway Engineer
Chief Administrative Officer
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Richardson:

Replacement of Westbound Snake River Bridge
Olds Ferry-Ontario Secondary Highway
Ontario Spur

Enclosed is a sketch of a revised typical section for replacement of the westbound Snake River Bridge on the Ontario Spur. The replacement of this structure was the subject of our letter of December 7, 1973 in which a similar proposal (Plan 2) but with a wider roadway was proposed.

The pressure of inflation and limited revenue have caused us to take a second look at this project. To reduce the project cost, the roadway width on the structure has been decreased from a total width of 84 feet to 68 feet by reducing the shoulder and median dimensions. The present estimated cost of this revised plan is $1,900,000.

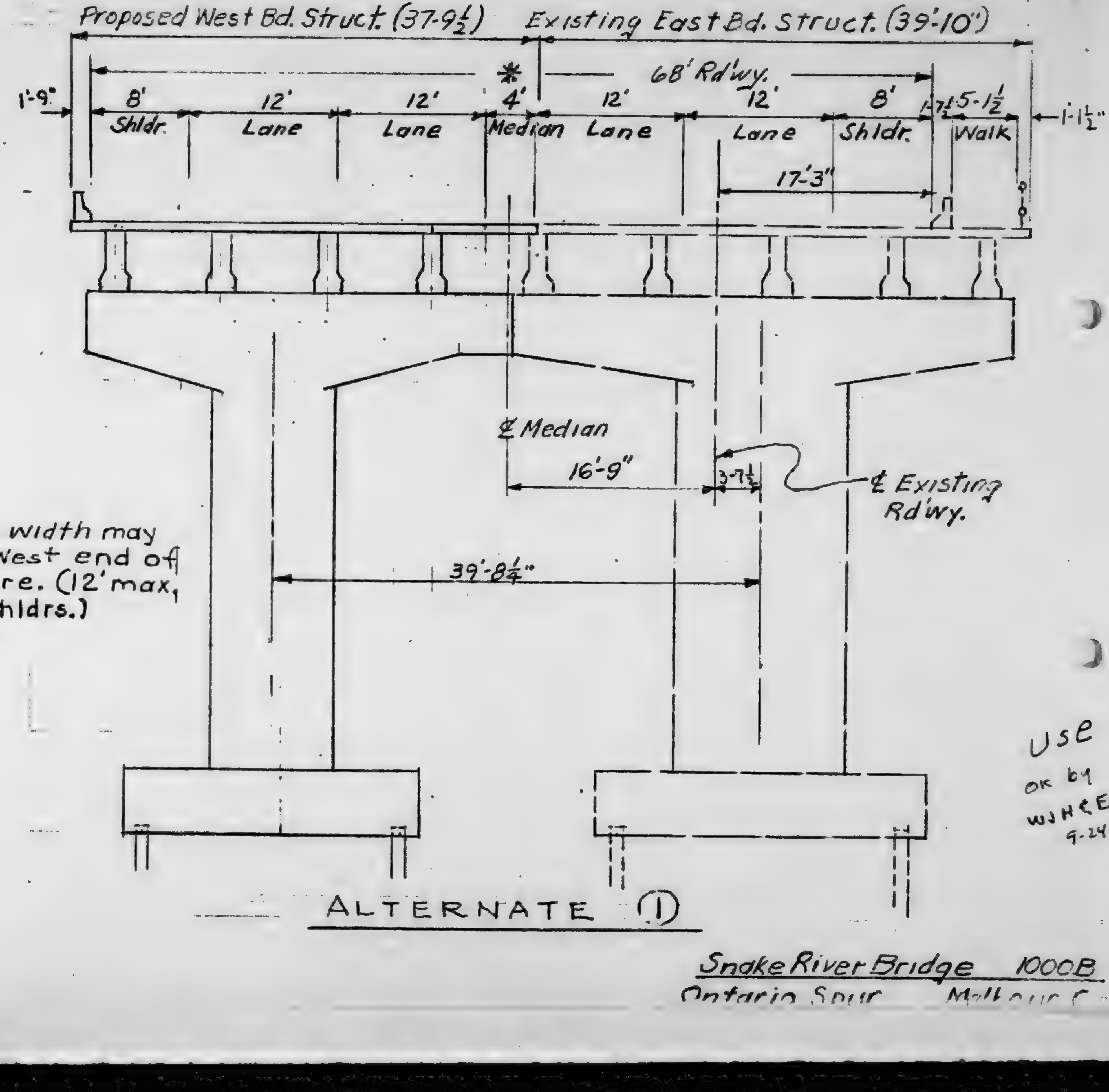
The replacement of the existing westbound Snake River Bridge has a high priority on our special "Bridge Replacement List". With your concurrence we propose to proceed with the design of the structure so that plans can be stockpiled in the event funds should become available.

Upon receipt of your approval, we will proceed with an application for a Coast Guard Permit for the replacement structure.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

WJH:ag js
Attachment
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
V. D. Wolfe
L. W. Rulien


Proposed West Bd. Struct. (37-9½)
Existing East Bd. Struct. (39'-10")
*
68' Rd'wy.
1'-9"
8'
Shldr.
12'
Lane
12'
Lane
4'
Median
12'
Lane
12'
Lane
8'
Shldr.
1'-7½
5-1½
Walk
1'-1½"
17'-3"
℄ Median
16'-9"
3'-7½
℄ Existing Rd'wy.
39'-8¼"

* Median width may vary at west end of Structure. (12' max, with 4' shldrs.)

ALTERNATE ①

Use
OK by
WJH & ESH
9-24-74

Snake River Bridge 1000B
Ontario Spur Malheur C

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 13, 1974

Salem, Oregon

FILE:

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. W. E. Schwartz
Region 5 Engineer

SUBJECT:

Snake River Bridge (Ontario Spur)
Olds Ferry-Ontario Hwy.
Malheur Co.
Br. No. 1000B

NOTED
E. S. HUNTER

Enclosed are three alternate bridge deck sections for the proposed replacement of the existing westbound structure.

Alternate (1) would be the minimum section (see sketch). This alternate would leave the existing walkway, rails and 5'-3" shoulder on the eastbound structure and add a 10' shoulder to the new westbound structure. This alternate would be the most economical for structure costs.

Alternate (2) would be similar to alternate (1). The existing walkway and rails on the eastbound structure would remain in-place, but the 5'-3" shoulder width would be increased to 10 ft. (see sketch) This additional shoulder width would increase the structure cost approximately $140,000 more than alternate (1).

Alternate (3) maintains the same roadway width as alternate (2). This alternate differs from alternate (2) by moving the walkway to the new westbound structure. (see sketch) This alternate would be the most costly, approximately $180,000 more than alternate (1).

Cost differences quoted are structure costs only and do not account for approach work.

All three of these alternates will require tieing the column cross beams and superstructure together.

Because of rising construction costs and availability of funds, we feel the minimum section (Alternate (1)) should be given consideration for this project if the 5'-3" shoulder is satisfactory.

After your review of the alternates, please advise us of your recommendations.

JA/ag
Encls.
cc E. S. Hunter
V. D. Wolfe w/encl.

copy whole file
to Schwartz 8-28-74

RECEIVED
AUG 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

t

June 6, 1974

Department of Highways
P.O. Box 7129
Boise, Idaho 83707

Attention: B. E. Sessions
Survey and Plans Engineer

MISC. CONTRACTS and
AGREEMENTS No. 4971

Gentlemen:

Attached for your files are three fully executed copies of an agreement covering replacement of the westbound Snake River Bridge on the Olds Ferry-Ontario (Spur) Highway in Malheur County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (conf. agree.)

9:67

April 4, 1974

Mr. B. E. Sessions
Surveys and Plans Engineer
Idaho Department of Highways
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Sessions:

Enclosed are three copies of the critical path for the Snake River Bridge near Ontario, Oregon. This critical path simply shows the time frame estimated for preparation of the project and for construction.

We are approximately 12 months away from letting and can contract it then or after at a date which is convenient for you.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachments

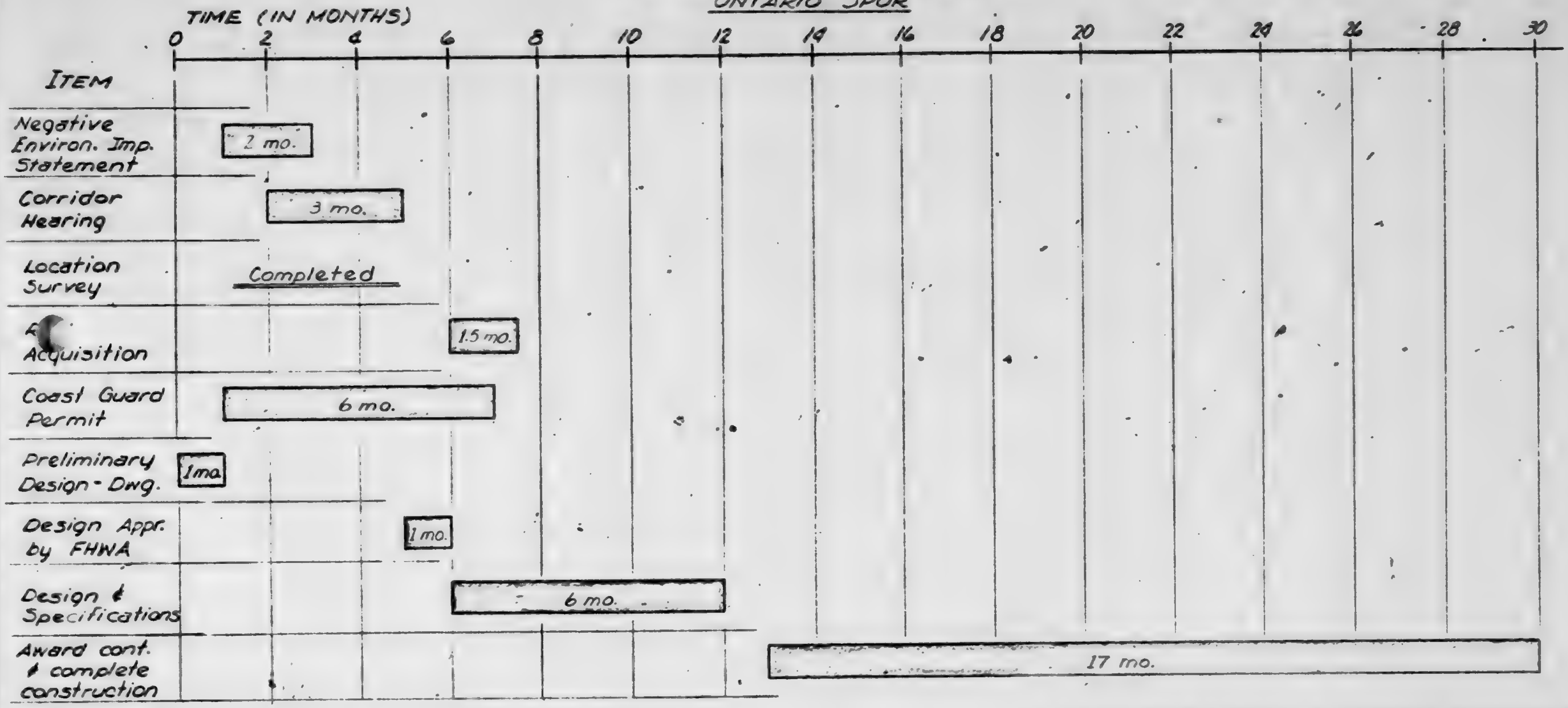
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart

Larry schedule this job

Blaine Sessions says 1st 1/4 of 1980 letting.
Phone Call 4-9-74

ESH agreement expected by 4-20-74

SNAKE RIVER BRIDGE
OLDS FERRY-ONTARIO HWY
ONTARIO SPUR



Total estimated bridge construction cost - $1,860,000
Includes cost for removal of old bridge plus 40% for Engineering and contingencies
Additional cost item for roadway approach work is not included.
Cost of bridge to be shared equally by Oregon and Idaho
Total time to complete project = 30 months

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

APPROVED:	DATE	BRIDGE NO.
	DESIGNED	
BRIDGE ENGINEER	DRAWN	DRAWING NO.

C&P. INC. 0811-1

Cov 19-1
Snake R.

CECIL D. ANDRUS
GOVERNOR

IDAHO BOARD OF
HIGHWAY DIRECTORS

CARL C. MOORE - CHAIRMAN
LLOYD F. BARRON - VICE CHAIRMAN
ROY I. STROSCHEIN - MEMBER

WAYNE SUMMERS
EXECUTIVE SECRETARY

STATE OF IDAHO

DEPARTMENT OF HIGHWAYS

P.O. BOX 7129
BOISE, IDAHO 83707

V. N. RICHARDSON
STATE HIGHWAY ENGINEER

April 2, 1974

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Priority Primary Route Study
Snake River Bridge, Oregon-
Idaho State Line, U.S. 30

Dear Mr. Hunter:

Thank you for your letter of March 22, 1974 regarding Oregon's inclusion of U.S. Highway 30 in the Fruitland, Idaho-Ontario, Oregon area as part of the lower range of your 5% Federal-aid primary mileage.

The cost estimate of $1,750,000 for the structure over the Snake River cited in your letter of December 7, 1973 was used in computing Idaho's portion of the bridge cost.

Thank you for your cooperation.

Sincerely

Donald L Cox
DONALD L. COX, P. E.
Assistant State Highway Engineer

pn

4-9-74
NOTED
E. S. HUNTER
cc Rulien

RECEIVED
APR 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Better Highways for a Better Idaho

94.1

March 22, 1974

Mr. Donald L. Cox, P.E.
Assistant State Highway Engineer
P.O. Box 7129
Boise, ID 83707

Attention: Mr. Jim Cooney
Transportation Planner

Priority Primary Route Study
Snake River Bridge, Oregon-
Idaho State Line, US 30

Dear Mr. Cox:

We have agreed to include US Route 30 in the Fruitland, Idaho-Ontario, Oregon area on the Priority Primary Route Study. The work on this route will involve improving the structure over the Snake River.

Based on information outlined in my December 7, 1973 letter to Mr. Richardson, we are planning to use the cost estimate developed for removing the deficient westbound structure and widening the existing eastbound structure. The 55-foot widening will provide four 12-foot lanes, a 16-foot median and 12-foot shoulders.

Estimated structure cost is $1,750,000 (including engineering and contingencies). Oregon has been restricted to using 5% for preliminary engineering on the Priority Primary Route Study. On this basis the preliminary engineering for this project is estimated to cost $88,000. The total estimate is $1,838,000.

We will include 50 percent of the total ($919,000) on our study with the understanding that you will include the same amount for the State of Idaho.

The traffic data which we have developed for the Priority Primary Route Study is listed below:

a)	Base year 1972	10,100
b)	ADT Estimate Design Year (1995)	17,200
c)	DHV Estimate Design Year (1995)	1,550
d)	D Directional Distribution Factor	55
e)	T Percent Trucks (DHV)	5
f)	V/C Ratio (0.00)	0.52

The ranking of this route will be in the lower range of our 5% Federal-aid primary mileage.

Enclosed is a copy of the December 7, 1973 letter for your information.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.
cc: L. W. Rulien

JR:pr

9867

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 18, 1974

Mr. Victor N. Richardson, P.E.
State Highway Engineer
Chief Administrative Officer
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Richardson:

Replacement of Westbound Snake
River Bridge
Olds Ferry-Ontario (Spur) Highway No. 455
Bridge No. 1000A

Submitted herewith, as requested by your letter of January 14, 1974, are six copies of a proposed agreement concerning replacement of the Westbound Snake River Bridge between Ontario, Oregon and the Gayway Junction of U.S. Highway 95 in Idaho.

The agreement is very similar to our agreement of 1966, which dealt with construction of the eastbound structure, and provides for each state to share equally in the costs of constructing the bridge, and for each to be responsible for total cost of the approaches within their borders.

Please examine the terms of the proposed agreement carefully and, if found acceptable to you, present it to the Idaho Board of Highway Directors with your recommendation of approval. Please return five signed copies for presentation to the Oregon Transportation Commission for their consideration. Following final approval, two fully-executed copies will be returned for your permanent files. The sixth copy included in this transmittal may be retained for your reference.

NOTED
F. B. KLABOE

Very truly yours,
ORIGINAL SIGNED
E. S. HUNTER
E. S. Hunter
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
MAR 19 '74
REFER TO
al
FOR
Info | Invs | R/D | D/R | Sign | Act | File

Attachments
MCH:ljt jf
bc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
W. J. Hart
V. D. Wolfe
H. S. Cox
W. E. Schwartz

Mountain
Wl
Split Cost 50-50

In maint. also spelled out?

7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

March 15, 1974

FILE:

~~FROM:~~ TO: ✓ Mr. E. S. Hunter
Asst. State Highway Engineer
BUILDING

~~TO:~~

SUBJECT:

Replacement of Westbound Snake River Bridge
Olds Ferry-Ontario (Spur) Hwy. 455
Bridge No. 1000A
State of Idaho

Mainor

FROM: Mainor C. Holmes
Office Engineer
County & City Unit

Submitted herewith, per your request, are six bound copies of a proposed agreement with the State of Idaho, and a suggested draft of a letter that may be used for transmittal to Idaho for their action.

Two plans have been presented; however, the State of Idaho has not indicated which plan they prefer. Cost of replacing the westbound bridge is estimated at $1,440,000 and widening the eastbound bridge to four lanes at $1,750,000.

The agreement provides for Oregon and Idaho to share equally in costs of the bridge, with each State being responsible for their approaches. Some revisions to the original draft were made at the suggestion of the Legal Branch.

Please review the provisions and, if all is in order, transmit to the State of Idaho for their consideration.

MCH;ljt
Att.

cc: L. W. Rulien

RECEIVED
MAR 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9c

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

March 13, 1974

NOTED
E. S. HUNTER

RECEIVED
MAR 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Mainor C. Holms
Office Engineer
County and City Section
State Highway Building
Salem, Oregon

Re: Contract with the State of Idaho
Replacement of Westbound Snake River Bridge
Olds Ferry-Ontario (Spur) Hwy. 455
Bridge No. 1000A

Dear Mainor:

I have reviewed this contract and as you know discussed it with you and have the following suggestions for changes in the contract to reflect what I believe is the intent of the parties in this matter. I would suggest that the contract be revised reflecting these changes and have it forwarded to Idaho for their concurrence.

In paragraph 2 on page 1 of the recitals I would add after the word "end" in the second to last line in the paragraph the words "including approaches in both states".

In paragraph 3 on page 1, I would put a period after the word "basis" and add the following "each state shall bear the cost of the approaches within its own borders; and".

On page 2 under paragraph 7 of things to be done by Oregon, I would add the following language: "However, Idaho shall pay Oregon the entire cost of construction (including but not limited to preparation of plans, design engineering costs, specification and estimates, advertising for bids, and supervising construction) the approach located in Idaho."

On page 3, paragraph 4 under things to be done by Idaho provide that they would reimburse Oregon within 60 days after receipt of billing and in paragraph 5 provide also that they would reimburse Oregon within 90 days of billing.

On page 4 under general provisions, paragraph 2 I would eliminate the word "not" so that the paragraph would read "each party recognizes that said bridge construction contract does provide for the construction of approaches to the Ontario bridge and that Idaho and Oregon will each be solely responsible for, bear the cost and expense of constructing and maintaining such approaches to said bridge in their respective states. It is also understood by the parties hereto that the approaches in both states will be included in the contract for the construction of the bridge and that each state will bear the cost of the approach constructed within its borders.

I have attached a copy of the signature paragraph on the last page. Its a little bit different from the one you had there and when the contract is redrafted follow that format rather than the one that was on the contract. Also, under the approved as to form it should just be Assistant Attorney General and Counsel. I do not believe that there is anything else to be changed in this agreement. If you need any further help on the matter please do not hesitate to contact me.

Sincerely,

Jack L. Sollis
Assistant Attorney General

bam
enc.

cc: E. S. Hunter
Walt Barrie

927

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1974

SUBJECT: Snake River (Ontario Spur) Bridge
Westbound
Olds Ferry-Ontario Highway
Malheur County

To:

Mr. W. E. Schwartz
Region 5 Engineer
LaGrande, Oregon

NOTED
E. S. HUNTER

On your survey for the subject structure, it is our determination that a bikeway between Oregon and Idaho should be considered and a study made to determine whether or not a bikeway is justified in terms of need as set forth in ORS 366.

If a bikeway facility is found to be justified, you should explore the feasibility of extending the bikeway back to Ontario and into Idaho from this bridge to make this facility usable with meaningful termini.

It would appear that the logical way to develop a safe bikeway on the structure would be to widen the proposed walk on the downstream side to 10 feet.

If you have any questions regarding the bikeway study, please call me.

Victor D. Wolfe
Location Engineer

JDM:jp
cc: E.S. Hunter
Len Wallace
J.H. Versteeg

RECEIVED
JAN 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

93[illegible]7

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FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
January 24, 1974

To:
Mr. F. S. Hunter
Assistant State Highway Engineer

BUILDING

SUBJECT:
Replacement of Westbound Snake River Bridge
Olds Ferry-Ontario (Spur) Hwy. 455
Bridge No. 1000A
State of Idaho

Submitted herewith, per your request, is a suggested draft of an agreement with the State of Idaho pertaining to subject bridge project. This draft is similar to the agreement of 1966 for construction of the eastbound bridge.

Two plans have been presented; however, the State of Idaho has not indicated which plan they prefer. Cost of replacing the westbound bridge is estimated at $1,440,000 and widening the eastbound bridge to four lanes at $1,750,000.

Please study the provisions of the draft agreement and, if you approve, forward to the Legal Branch for their review, comment and return to this office for preparation in final form.

H. S. Cox
County and City Engineer

By

Mainor
Mainor C. Holmes
Office Engineer

MCH:ljt

Att.

cc: R. L. Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
JAN 24 1974
Office of
Assistant State Highway Engineer

9827

1

CECIL D. ANDRUS
GOVERNOR

IDAHO BOARD OF
HIGHWAY DIRECTORS

CARL C. MOORE - CHAIRMAN
LLOYD F. BARRON - VICE CHAIRMAN
ROY I. STROSCHEIN - MEMBER

WAYNE SUMMERS
EXECUTIVE SECRETARY

STATE OF IDAHO

V. N. RICHARDSON
STATE HIGHWAY ENGINEER

DEPARTMENT OF HIGHWAYS

P.O. BOX 7129
BOISE, IDAHO 83707

January 14, 1974

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Reference is made to your letter of December 7, 1973, regarding the replacement of the Westbound Snake River Bridge between Ontario, Oregon, and the Gayway Junction of U.S. Highway 95 in Idaho.

The Idaho State Highway Board of Directors, at its January Board meeting, concurred with your request to enter into an agreement for the construction of the bridge. As you mentioned, construction priorities can be arranged at a later date when the uncertainties of funding are more fully known. I will reserve my recommendation regarding which plan to construct until additional engineering and traffic data are available.

Please prepare a tentative agreement for our review and concurrence similar to our agreement of 1966 for the construction of the recently constructed eastbound structure.

Sincerely,

V. N. Richardson
V. N. RICHARDSON, P.E.
State Highway Engineer

RECEI[illegible]
[illegible]

t

December 7, 1973

Mr. Victor N. Richardson
State Highway Engineer
Chief Administrative Officer
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Richardson:

Replacement of Westbound Snake
River Bridge
Olds Ferry-Ontario Secondary Highway
Ontario Spur
Bridge No. 1000A

The existing westbound structure which spans the Snake River between Idaho and Oregon on the Olds Ferry-Ontario Secondary Highway is in need of replacement.

The narrow steel truss bridge was built in 1925 and has extremely substandard vehicular clearances. The vertical clearance to the overhead steel bracing is approximately 14'-0", and the horizontal clearance is only 18'-0". The approaching highway on the Idaho side tapers in about 500 feet from two lanes to the one lane across the bridge.

We propose that a joint project for replacing the bridge and reconstructing the road approaches be undertaken as soon as funds are available. This would be covered by an agreement similar to our agreement of 1966 for the construction of the existing eastbound structure. The agreement would cover the following pertinent matters:

1. The bridge construction cost would be financed equally by Oregon and Idaho on a 50 percent basis of actual cost.
2. The road approach costs would be financed by each State paying its proportionate share of the actual cost based on the estimated costs of road construction within the respective states.

3. The State of Oregon would prepare plans, specifications and estimates and advertise and award the contract. Construction engineering would also be provided by Oregon.

4. Upon completion of the project, the maintenance of the structure would be under Oregon's jurisdiction with reimbursement by Idaho for its portion.

Two plans which have been given preliminary consideration, are:

1. Replace the westbound structure with a new 42'-wide structure on the present alignment. This provides for two 12'-lanes, a 6'-left shoulder and a 12'-shoulder on the right. The estimated cost for the new structure is $1,440,000.

2. Remove the existing westbound structure and widen the existing eastbound structure to provide a 4-lane structure. The bridge width would provide four 12'-lanes, a 16'-median, and 12'-shoulders. It is our understanding that this is the Idaho roadway section at a distance of approximately 500' from the east end of the existing structure. The estimated cost for this alternate is $1,750,000 for the structure.

We recommend that Plan 2, widening of the existing structure, be selected. This plan appears preferable for the safe handling of the heavy traffic volumes. We are presently conducting a field survey but have no tentative date for contracting the project due to the uncertainty of funding.

Please advise us regarding your willingness to participate in this much-needed bridge replacement project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

LLW:dh jf
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
V. D. Wolfe
L. H. Young

1984 Morris Rd. (Dew Valley) 9868
Sec, Oregon Coast Hwy. S. of
Bandon. (gr, pav)

jc cc: OSHD (Rulien)

STATE COPY

1

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 9/15/87	REPORT MADE BY Richard R. Arnold		PROJECT NO. HES-2-2-(13)
COMPLETION DATE (Actual) 8/23/85	ACCEPTANCE DATE BY CONRTACT AGENCY 3/17/86	TIME ELAPSED 100 %	CONTRACT TIME S.C.D. 7/31/85

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MORRIS ROAD - M.P. 280 (DEW VALLEY) SECTION
OREGON COAST HIGHWAY
Grading & Paving

This project provided for the construction of roadbed grading, treated base and asphalt concrete pavement to correct an existing hazardous roadway alignment problem. A contract in the bid amount of $337,991.40 was awarded to Bob Angell, Inc., Eastside, Oregon on 7/31/84. The contractor began work on 8/23/84. All contract work was completed in reasonably close conformance with the approved plans and specifications, including approved changes on 8/23/85 at a final estimated cost of $500,756.56 which includes $402,247.32 for original bid item work, $40,552.97 for work completed under approved price agreements, $4,356.27 for force account work, $3,600 for State force work, and approximately $50,000 for construction engineering.

The contract specified July 31, 1985 as the final completion date. An additional 10 calendar days were approved by the State on 6/3/85 covering work completed under Price Agreement. This time extension plus the time allowed for Stop Work orders moved the final completion date to 9/7/85. Therefore, no liquidated damages were assessed.

A copy of the statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
SEP 28 '87
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

ag
9/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richd R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 9/17/87	TITLE District Engineer	DATE 9/21/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

7868

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-23 PROJECT REPORT NUMBER MODIFICATION NUMBER 6	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8-7-86	State Oregon County Coos Project Number HES-2-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 19 84.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 606,551.00	$ 565,351.00
Federal funds	$ 545,692.00	$ 508,613.00
Other revisions		

This modification is made for the following reasons:

To release funds for use on other projects

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Rulien

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 28, 1986

Federal-Aid Project No. HES-2-2(13)

Dew Valley Curves (Morris Rd. - M.P. 280.1)
Oregon Coast Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Total as on Estimate of August 8, 1984 All Required $ 40,300.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
TYPE CODE ROWA Right-of-Way (Sta. 263+62.10 to Sta. 28+75)						
Right-of-Way						$ 15,000.00
TYPE CODE SFTY Roadway (Sta. 264+00 to 289+00)						
Slide Correction	--	Lump Sum	$25,000.00	--	0.00	
			$25,000.00		$ 0.00	

Decrease	$ 25,000.00
Subtotal of Previouse Estimate of September 17, 1985	476,696.79
Subtotal	$451,696.79
Engineering	58,129.21
Total	$509,826.00

Length of Project ------------------- 0.473 miles

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	141	$ 40,300.00	$ 36,270.00	$ 4,030.00
R/W	141	15,000.00	13,500.00	1,500.00
Roadway	141	509,826.00	458,843.00	50,983.00
Subtotal		$565,126.00	$508,613.00	$56,513.00
Nonparticipating		225.00	---	225.00
Total		$565,351.00	$508,613.00	$56,738.00

Group 1 = 100%; Group 8 = 0%
Contract No. 9868
Prefix: 6-1973 P.E.
Prefix: C09868

NONPARTICIPATING STATE WORK

Multiple Mailbox Supports	Each	1	150.00	$ 150.00
Concrete Collars	Each	1	75.00	75.00
				$ 225.00

RLC:me

98608

STATE COPY N

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10 89	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Coos
MODIFICATION NUMBER 5	10-15-85	Project Number HES-2-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 480,000	$ 606,551
Federal funds	$ 431,999	$ 545,692
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: L.W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 17, 1985

FEDERAL AID PROJECT NO. HES-2-2(13)

DEW VALLEY CURVES (MORRIS RD.-M.P. 280.1)
OREGON COAST HIGHWAY
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Total as on estimate of August 8, 1984	$ 43,500.00

TYPE CODE ROWA
RIGHT-OF-WAY (STA. 263+62.10 to STA. 288+75)

Right-of-Way	$ 15,000.00

TYPE CODE SFTY
ROADWAY (STA. 264+00 TO 289+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Pilot Car	$ 30.00	50	$ 1,500.00	401.00	$ 12,030.00
General Excavation	4.20	7,292	30,626.40	8,211.70	34,489.14
Treated Base Mixture	11.00	5,628	61,908.00	5,989.10	65,880.10
Aggregate Shoulders	8.20	1,175	9,635.00	1,801.60	14,773.12
Class C Asphalt Concrete	30.00	2,315	69,450.00	3,756.38	112,691.40
Sub Excavation (P.A. 2A)	8.95			796.00	7,124.20
4"-0 Bedding Material (PA 2B)	25.00			82.00	2,050.00
Slope Protection (P.A. #2C)	75.00			38.91	2,918.25
8-inch PMDR (P.A. #2D)	25.71			668.00	17,174.28
Stripe Removal (P.A. #3A)	0.72			4,290.00	3,088.80
Straw Bales (P.A. #4A)	5.00			942.00	4,710.00
Concrete Drainage (P.A. #7A)	1.93			850.00	1,640.50
			$173.209.40		$278,569.79

Increase	$ 105,360.39
Subtotal from estimate of Aug. 08, 1984	346,336.40
Subtotal	$ 451,696.79
Engineering	67,754.21
Total	$ 519,451.00

Length of Project	0.473 mi.

RETAIN IN RESERVE

Slide Correction	Lump Sum	All	Lump Sum	$ 25,000.00
			Subtotal	$ 25,000.00
			Engineering	3,375.00
			Total	$ 28,375.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 43,500.00	$ 39,150.00	$ 4,350.00
R/W	15,000.00	13,500.00	1,500.00
Roadway	519,451.00	467,505.00	51,996.00
SUBTOTAL	$ 577,951.00	$ 520,155.00	$ 57,796.00
Reserve	28,375.00	25,537.00	2,838.00
SUBTOTAL	$ 606,326.00	$ 545,692.00	$ 60,634.00
Nonparticipating	225.00	---	225.00
TOTAL	$ 606,551.00	$ 545,692.00	$ 60,859.00

NONPARTICIPATING STATE WORK

Multiple Mail Box Supports	Each	1	150.00	$ 150.0
Concrete Collars	Each	1	75.00	75.0

Group 1: 100%; Group 8: 0.00%
Contract No. 9868
Prefix: 6-1973 P.E.
Prefix: C09868
RLC:bkb

.9(k)

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-136	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	7 1 3 '4	County Coos
MODIFICATION NUMBER 4		Project Number HES-2-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 58,500	$ 480,000
Federal funds	$ 52,650	$ 431,999
Other revisions		

This modification is made for the following reasons: to include contract amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Holme

For Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 8, 1984

FEDERAL AID PROJECT NO. HES-2-2(13)

DEW VALLEY CURVES (MORRIS RD.-M.P. 280.1)
OREGON COAST HIGHWAY
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	Lump Sum	All	--	$ 43,500.00
		TOTAL		$ 43,500.00

TYPE CODE ROWA
RIGHT OF WAY (Sta. 263+62.10 to Sta. 288+75.00)

Right of Way	Lump Sum	All	--	$ 13,000.00
		SUBTOTAL		$ 13,000.00
		Acquisition Expense		2,000.00
		TOTAL		$ 15,000.00

TYPE CODE SFTY
ROADWAY (Sta. 264+00 to Sta. 289+00)

Furnishing Field Laboratory	Lump Sum	All	--	$ 2,000.00
Mobilization	Lump Sum	All	--	27,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	10,000.00
Temporary Signs	Sq. Ft.	194	6.00	1,164.00
Temporary Barricades	Each	8	100.00	800.00
Temporary Reflective Pavement Markers	Each	140	6.00	840.00
Flaggers	Hour	800	12.00	9,600.00
Pilot Car	Hour	50	30.00	1,500.00
Straw Bale Sediment Barrier	Lin. Ft.	300	5.00	1,500.00
Clearing and Grubbing	Lump Sum	All	--	18,000.00
Removal of Structures and Obstructions	Lump Sum	All	--	5,000.00
General Excavation	Cu. Yd.	7,292	4.20	30,626.40
Trench Excavation	Cu. Yd.	122	18.00	2,196.00
Finishing Roadbed and Slopes	Lump Sum	All	--	10,000.00
Watering	M-Gal.	50	20.00	1,000.00
Treated Base Mixture	Ton	5,628	11.00	61,908.00
Cement in Treated Base Mixture	Ton	310	90.00	27,900.00
Aggregate Shoulders	Ton	1,175	8.20	9,635.00

Class "C" Asphalt Concrete	Ton	2,315	30.00	69,450.00
12-inch Culvert Pipe	Lin. Ft.	240	12.25	2,940.00
18-inch Culvert Pipe	Lin. Ft.	106	18.50	1,961.00
72-inch Culvert Pipe	Lin. Ft.	40	160.00	6,400.00
Guard Rail, Type 2A	Lin. Ft.	2,300	10.75	24,725.00
Guard Rail Anchors, Type 1	Each	3	300.00	900.00
Guard Rail Anchors, Type 1 Modified	Each	3	250.00	750.00
Rail End Pieces, Type C	Each	3	75.00	225.00
Type 2 Fence	Lin. Ft.	3,023	2.00	6,046.00
Extra for Asphalt Approaches	Each	10	200.00	2,000.00
Roadside Seeding & Mulching	Acre	1	1,200.00	1,200.00
				$337,766.40

ANTICIPATED ITEMS

Permanent Pavement Striping	Lump Sum	All	--	$ 1,800.00
Temporary Pavement Striping	Lump Sum	All	--	1,800.00
Temporary Erosion Control	Lump Sum	All	--	5,000.00
				$ 8,600.00
		SUBTOTAL		$346,366.40
		Engineering		46,758.60
		TOTAL		$393,125.00

Length of Project ---------------- 0.473 mile

RETAIN IN RESERVE

Slide Correction	Lump Sum	All	--	$ 25,000.00
		SUBTOTAL		$ 25,000.00
		Engineering		3,375.00
		TOTAL		$ 28,375.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 43,500.00	$ 39,150.00	$ 4,350.00
R/W	15,000.00	13,500.00	1,500.00
Roadway	393,125.00	353,812.00	39,313.00
SUBTOTAL	$451,625.00	$406,462.00	$45,163.00
Reserve	28,375.00	25,537.00	2,838.00
SUBTOTAL	$480,000.00	$431,999.00	$48,001.00
Nonparticipating	225.00	---	225.00
TOTAL	$480,225.00	$431,999.00	$48,226.00

Group 1: 100%; Group 8: 0%
Contract No. 9868
Prefix: 6-1973 P.E.
Prefix: 6-1090

NONPARTICIPATING STATE WORK

Multiple Mail Box Supports	Each	1	150.00	$ 150.00
Concrete Collars	Each	1	75.00	75.00
				$ 225.00

WH:pf:bkb

STATE COPY

F

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-65	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Coos
MODIFICATION NUMBER 3	4-9-84	Project Number HES-2-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 43,500.00	$ 58,500.00
Federal funds	$ 39,150.00	$ 52,650.00
Other revisions		

This modification is made for the following reasons: To include approved right-of-way acquisition costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of April, 19 84.

Oregon State Highway Division
(Official name of Highway Agency)

By Harry C. Potter

Manager, Program Section
(Title)

~~By~~ For H. S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, OR March 30, 1984

Federal Aid Project
No. HES-2-2(13)

Dew Valley Curves Section
Oregon Coast Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 43,500.00
	Total	$ 43,500.00

Type Code ROWA
Right of Way (Sta. 263 + 62.10 to Sta. 288 + 75.00)

Right of Way	All Required	$ 13,000.00
	Subtotal	$ 13,000.00
	Acquisition Expense	$ 2,000.00
	Total	$ 15,000.00
Length of Project	0.0 mi.	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds (90%)	State Funds
Preliminary Engineering	$ 43,500.00	$ 39,150.00	$ 4,350.00
Right-of-Way	15,000.00	13,500.00	1,500.00
Subtotal	$ 58,500.00	$ 52,650.00	$ 5,850.00
Retain in Program			
Contract Work	$138,000.00	$124,200.00	$13,800.00
Total	$196,000.00	$176,850.00	$19,650.00

Group 1 100%
Prefix: 6-1973
Prefix: 6-2520
RDS:lks

FILE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2 16	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Coos
MODIFICATION NUMBER 2	3-12-84	Project Number HES-2-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 31,200.00	$ 43,500.00
Federal funds	$ 28,080.00	$ 39,150.00
Other revisions		

This modification is made for the following reasons: to include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of February, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Roth

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon January 31, 1984

Federal-Aid Project No. HES-2-2(13)

Dew Valley Curves Section
Oregon Coast Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 43,500.00
		Total	43,500.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering Retain in Program	$ 43,500.00	$ 39,150.00	$ 4,350.00
Right-of-Way Retain in Program	10,000.00	9,000.00	1,000.00
Contract Work	138,000.00	124,200.00	13,800.00
Total	$ 191,500.00	$ 172,350.00	$ 19,150.00

Group 1 100%
Prefix: 6-1973

RDS:bkb

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
1-22

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-4-83

State
Oregon

County
Coos

Project Number
HES-2-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,000.00	$ 31,200.00
Federal funds	$ 13,500.00	$ 28,080.00
Other revisions		

This modification is made for the following reasons: to include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of ~~December~~ January, 19 ~~82~~ 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 29, 1982

Federal-Aid Project
No. HES-2-2(13)

Dew Valley Curves Section
Oregon Coast Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$31,200.00
	Total	$31,200.00

Length of Project ----------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 31,200.00	$ 28,080.00	$ 3,120.00
Retain in Program Right-of-Way	10,000.00	9,000.00	1,000.00
Retain in Program Contract Work	138,000.00	124,200.00	13,800.00
Total	$179,200.00	$161,280.00	$17,920.00

Group 1 100%
Prefix: 6-1973

STATE COPY

2.

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-281	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Coos Project No. HES-2-2(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, 5.0 mi. S. of SCL Bandom, S. 0.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-28-82	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 15,000.00	FEDERAL FUNDS $ 13,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Benson
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon August 5, 1982

Federal-Aid Project
No. HES-2-2(13)

Dew Valley Curves Section
Oregon Coast Highway
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 15,000.00
	TOTAL	$ 15,000.00

Length of Project ------------ 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Retain in Program Right of Way	10,000.00	9,000.00	1,000.00
Retain in Program Contract Work	138,000.00	124,200.00	13,800.00
TOTAL	$ 163,000.00	$ 146,700.00	$ 16,300.00

Group 1 100%
Prefix: 6-1973

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9868

TO: Jim Gix
Region Engineer

DATE: June 5, 1986

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Contractor Performance

The attached insurance company form is a request for an evaluation on the work performance of Bob Angell, Inc. on the Morris Road-MP 280.1 (Dew Valley) Section, Contract No. 9868 in Coos County. Please fill out the form and return it to the Contract Payments Unit in the Construction Section.

OBJ:11
05291k

RECEIVED
1986

cy Morrison
Pls complete & return to Reg by 6/18/86.
BA

Sent 6/10
BL

7/28/86
ret. to Ohio Cas Ins Co
Jan Mateo

ROSEBURG REGION
RECEIVED
JUN 09 1986

RE	RTE	RME	RUS	FAS
RCS		ATC	TI	RSR
	GEO	RRL	PAS	AA

81-125-1387

Date 3-14-86

Oregon State Highway Division
Transportation Building
Salem, OR 97301

RE: Bob Angell, Inc.
P.O. Box 4288
Eastside, OR 97420

The Ohio Casualty Insurance Company is considering the extension of surety bonding credit to the contractor or firm named above. We have been informed that work on the projects listed below was performed for you or under your supervision. Your courtesy in answering a few questions about the performance of the contractor's organization would be sincerely appreciated. A self-addressed reply envelope is enclosed for your convenience.

Any information which you give us will be held completely confidential and we understand that any opinion expressed by you is opinion only and is given as such without prejudice or responsibility on your part.

Kathi Pick
Surety Department
Kathi Pick

Projects performed by contractor: ROAD BUILDING-PAVING , Westport-Gnat Cr. 1983 $1,261,970.00, Steer Cr-Nash Hill 1984 $624,575.00, Bethel Cr. Project 1985 $1,155,601.00 and Morris Rd. Project 1985 $425,977.00

1. Did the contractor provide adequate equipment, labor and supervision to complete these or other jobs, on schedule? Bethel Cr. & Morris Rd. projects were Completed on time.

2. Did contractor pay all bills promptly ? #9603 claims filed, some paid. As For As I Know He paid his bills.

3. Was the quality of his work: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

4. Do you know of any unfavorable circumstances or credit problems experienced by this contractor ? None to my Knowledge

5. Do you feel his organization is well adapted to this type of work ? Proved to be Satisfactory.

6. Remarks Changed superintendents Several times during the project.

ORE. ST. HWY. DIV.
Firm Name

Date 6-16-86

By Fh. D. Morrison
Title
Project Manager

CONFIDENTIAL

S-4703 a

April 2, 1986

CON 5 - #9868

Federal Insurance Co.
Bonding Department
720 Olive Way
Seattle, WA 98101

Contract No. 9868 awarded to Bob Angell, Inc. for work on the Morris Road-M.P. 280.1 (Dew Valley) Section of the Oregon Coast Highway in Coos County was completed on November 20, 1985, and accepted by the State Highway Division on March 17, 1986.

Final payment in the amount of $14,353.59 will be released to the contractor after April 7, 1986. The total contract amount is $447,156.56 including $4,356.27 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Bob Angell, Inc.
P.O. Box 4288
Eastside, OR 97420

Campbell, Galt & Newlands, Inc.
921 S.E. Washington, Suite 333
Portland, OR 97205

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James Gix

9868

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9868

TO: Robert Gormsen
Manager, Commission Services

DATE March 17, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9868 , On Site Work Substantially Completed August 23, 1985

All Work Completed November 20, 1985

Project Morris Road-M.P. 280.1 (Dew Valley)

Highway Oregon Coast

County Coos

Type of Work Grading and Paving

Contractor Bob Angell, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

4-2-86 - Surety letter sent.

noted RGormsen

RECEIVED
MAR 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

9868

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5

DATE: October 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-2-2(13)

Contract 9868, Work Completed August 23, 1985

Project Morris Road-M.P. 280.1 (Dew Valley)

Highway Oregon Coast

County Coos

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 9-10-85

G. K. Hossum
for Dale E. Wilken
Division Administrator

RECEIVED
STAT. HWY ENGR
NOV 4 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

7868

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MORRIS RD. M.P.280.1 (Dew Valley)

WEEK ENDING: SEPT. 14, 1985

SECTION PREFIX: C09868

HIGHWAY: OREGON COAST

COUNTY: COOS

NAME OF JOB: MORRIS RD. M.P.280.1(Dew Valley)

KIND OF WORK: Grading, paving

CONTRACTOR: BOB ANGELL, INC.

CONTRACT NUMBER: C09868

FEDERAL AID PROJECT NUMBER: HES-2-2(13)

DATE OF CONTRACT: JULY 31, 1984

DATE WORK STARTED: Aug. 23, 1984

ESTIMATED COMPLETION DATE: AUGUST 31, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

INCREASED AUTH. APP. BY SALEM AUGUST 20, 1985

PROJECT AUTHORIZATION: $ 493 256.24

SPECIFIED COMPLETION DATE: SEPT. 7, 1985 ADJ. BY 37.5 DAYS

PERCENT OF TIME ELAPSED: 97

EXCLUSIVE OF ENGINEERING: $ 448 256.24

INCREASED ENGR. AUTH. APP. BY SALEM

ENGINEERING AUTHORIZATION: $ 45 000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 452,318.73

THIS WEEK 78.16

ENGINEERING COST TO DATE: $ 49,500.77

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . 1 %
XXXX

PERCENT OF AUTHORIZATION . . . . 110 %

DATE PROJECT WAS COMPLETED: AUGUST 23, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	95	116	162	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.55	0.00			0.00
MILES PARTIALLY COMPLETED	0.00	0.00			0.00
MILES COMPLETED	0.00	0.00			0.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,414 CY	6,803 T			2,315 T
TOTAL QUANTITIES CORRECTED TO DATE	6,053 CY	7,865.74 T			3,756.38
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,053	7,865.74			3,756.38
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 08				
MONDAY 09				
TUESDAY 10				
WEDNESDAY 11				
THURSDAY 12				
FRIDAY 13				
SATURDAY 14				

CE E CAE RECEIVED LS TC
COE OM SA CC
OE SEP 23 1985 FE CP
CA FOC
CAM CONSTRUCTION OCS
EEO SECTION FILE

CONTR. NO: C09868 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** DATE SEPT. 14, 1985

SUNDAY 08	NO ACTIVITY
MONDAY 09	NO ACTIVITY
TUESDAY 10	NO ACTIVITY
11 WEDNESDAY	NO ACTIVITY
12 THURSDAY	NO ACTIVITY
13 FRIDAY	NO ACTIVITY.
SATURDAY 14	NO ACTIVITY

REMARKS

NEXT WEEK: SUBMITTED SEMI FINAL TO REGION 9/13/85. THIS WILL BE THE LAST WEEKLY REPORT.

Bill Quinn, Wally Bryant and Larry Lindley were on project for Final Inspection 9/10/85.

SIGNED F. D. Morrison LOCATION Coquille, OR
F.D.Morrison, Proj.Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

jc **STATE COPY** cc: OSHD (Pulien)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☒ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
SEP 30 '85
REFER TO
Fredrickson
FOR

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon	
IN COMPANY WITH Bill Quinn, Frank Morrison and Larry Lindlay; OSHD				
DATE OF INSPECTION 9-10-85	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-2-2(13)	
QUALITY OF WORK Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED 105 %	WORK COMPLETED 100 %

10/1

MORRIS ROAD - M. P. 280 (DEW VALLEY) SECTION
OREGON COAST HIGHWAY
Grading & Paving

NOTED
W. E. SCHWARTZ

This project provided for the construction of roadbed grading, treated base and asphalt concrete pavement to correct an existing hazardous roadway alignment problem. A contract in the bid amount of $337,991.40 was awarded Bob Angell, Inc., Eastside, Oregon on 7-31-84. The contractor began work on 8-23-84. All contract work was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 8-23-85 at a final estimated cost of $510,110.60 which includes $408,657.14 for original bid item work, $42,581.43 for work completed under approved price agreements, $5,272.03 for force account work, $3,600 for State force work, and approximately $50,000 for construction engineering. All major significant overruns and underruns will be discussed in the final acceptance report.

The contract specified July 31, 1985 as the final completion date. An additional 10 calendar days were approved by the State on 6-3-85, covering work completed under Price Agreements 3 and 4. This time extension plus the time adjustment allowed due to the overall increase in the project cost, advanced the final completion date to 9-7-85.

The project records indicate that all materials incorporated into the work were tested or field inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements.

Based on the results of this inspection, final acceptance of the contract work is recommended.

- WNB -

9.6a

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

CON 5

AGENDA
AUG 20 1985
b

DATE: August 8, 1985

TO: Oregon Transportation Commission

FROM: E. S. Hunter, P.E., P.L.S.
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Morris Road-M.P. 280.1 (Dew Valley) Section
Oregon Coast Highway, Coos County
Contract No. 9868

This federal-aid grading and paving project is nearly finished with completion anticipated in September, 1985. It now appears that the final cost will exceed the project authorization by $71,500 or 17%.

The primary factor causing this overrun is an additional amount of asphalt concrete paving material required to complete the project. The additional material was needed to construct temporary surfacing, road approaches and guard rail flares, and added more than $42,800 to the cost of the project.

The project site involves curves in both the horizontal and the vertical alignment. These conditions, coupled with heavy summer traffic, made it necessary to use increased quantities of flagging and pilot car time in order to properly safeguard the workers on the project, as well as the traveling public.

Construction engineering charges were increased somewhat by the necessity to properly monitor, inspect and document the additional items of work on the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $71,500 to a new total of $493,256.24. This matter will be on the consent calendar for the August 20 meeting.

ESH:HHP:mk

bc: Fred Miller
C. O. Fredrickson
J. J. Gix
R. W. Gormsen
V. E. Skoog
George Bell

Form 734-3122

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Morris Road-M.P. 280.1 (Dew Valley) Section
Oregon Coast Highway, Coos County
Contract No. 9868

This federal-aid grading and paving project is nearly finished with completion anticipated in September, 1985. It now appears that the final cost will exceed the project authorization by $71,500 or 17%.

The primary factor causing this overrun is an additional amount of asphalt concrete paving material required to complete the project. The additional material was needed to construct temporary surfacing, road approaches and guard rail flares, and added more than $42,800 to the cost of the project.

The project site involves curves in both the horizontal and the vertical alignment. These conditions, coupled with heavy summer traffic, made it necessary to use increased quantities of flagging and pilot car time in order to properly safeguard the workers on the project, as well as the traveling public.

Construction engineering charges were increased somewhat by the necessity to properly monitor, inspect and document the additional items of work on the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $71,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix F. D. Morrison
B. M. Walton D. L. Trout

June 3, 1985

Bob Angell, Inc.
P.O. Box 4288
Eastside, OR 97420

CON 5

Re: Time Extension Request
Morris Rd.-M.P. 280.1 (Drew Valley)
Contract No. 9868
FAP No. HES-2-2(13)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of an additional 10 calendar days is granted due to the work performed under Price Agreement No. 2. No adjustment of contract time is allowed for the work under Price Agreements 3 and 4.

The adjusted contract time of completion of this project is August 10, 1985. Should you wish further review of this matter, or to submit additional data, please contract Project Manager Frank Morrison.

ORIGINAL SIGNED BY
Fredrickson
For W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:OBJ:mk

bc: C. O. Fredrickson
Jim Gix w/att.
Frank Morrison w/att.
FHWA w/att.
Bruce Walton

NOTED
W. E. SCHWARTZ

TE/171

STATE OF OREGON — INTEROFFICE MEMO

Highway Division - Region 3 — 440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: May 22, 1985

W. J. Quinn

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Morris Road - M.P. 280.1 (Dew Valley)
Oregon Coast Hwy - Coos Co.
Contract No. 9868
Time Extension

I have carefully reviewed the contractor's request for a time extension for subject project, and I agree with the project manager's analysis that a 7-day extension is justified.

The only time delay that we caused occurred during the excavation and installation of the 72" corrugated metal pipe covered in Price Agreement No. 2.

The other requests are without merit.

wjq:cjb

Enclosures (2)

cc: F. Morrison

6-3-85

W. E. Schwartz —

I concur with Region and P.M. and recommend a 10 C.D. time extension. (7 W.D. X 1.4 = 9.8 C.D.)

D. B. Jackmond

CE.... CAE .... RECEIVED LS.... TC....
COE.... OM.... SA.... CC....
OE.... MAY 24 1985 FE.... CP....
CA.... PQC....
CAM .... CONSTRUCTION QCS....
EEO.... SECTION FILE....

25-1387

August 15, 1984

CON 5

#9868

Bob Angell, Inc.
PO Box 4288
Eastside, OR 97420

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9868 for work on the Morris Road-M.P. 280.1 (Dew Valley) Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Enclosure

cc: Federal Insurance Company
921 SW Washington, Suite 333
Portland, OR 97205

Federal Insurance Company
Bonding Department
1400 Plaza 600
Sixth and Stewart Streets
Seattle, WA 98101

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James J. Gix
Frank Morrison

Bob Angell, Inc.
EXCAVATING CONTRACTORS

PHONE 267-2057
269-9474

ROAD & STREET CONSTRUCTION - CRUSHING - ROCKING - HAULING

641 6TH AVENUE
P. O. BOX 4288
EASTSIDE, OREGON 97420

July 27,1984

Office of Commission Services
Room 121
State Transportation Bldg.
Salem, Oregon 97310

ATTN:Mr. Gormsen

RE:Morris Road-M.P. 280.1(Dew Valley)

Mr. Gormsen:

Please find below our subcontractor fulfilling the contract requirements on the above referenced project in regards to D.B.E. contractors:

Arrow Brothers, Corp.-DBE
9450 S.W. Commerce Circle
Wilsonville, Oregon 97070

Item	23	G.R. Type 2A	2300 l.f.	@	$10.75	$24,725.00
	24	Type 1 Anchors	3 ea.	@	$300.00	900.00
	25	Type 1 mod. Anchors	3 ea.	@	$250.00	750.00
	26	Type C End Pieces	3 ea.	@	$75.00	225.00
		Total amount to be subcontracted				$26,600.00

If you have any questions regarding the above please feel free to contact this office.

Sincerely:

Robert Angell

Robert Angell-President

RECEIVED
JUL 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9868

1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 20, 1984
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project HES-2-2(13)
Dew Valley Curve Section of Oregon Coast Highway

Mr. Adams' July 6, 1984 letter containing information supporting an exception to the minimum design criteria as set forth in AASHTO Geometric Design Standards for Highways Other than Freeways has been reviewed. Since the adjacent sections of roadway have 12 foot travel lanes and 4 foot shoulders and because no other work is planned on this section of roadway in the foreseeable future the proposed 6 foot shoulders are considered to be adequate. This letter will confirm the verbal approval of July 3, 1984 that it is in the public interest to construct this project with 6 foot shoulders.

Sincerely yours,

G.K.

Dale E. Wilken
for Division Administrator

cc:
OSHD (D R Adams)
OSHD (G Potter)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 23 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 6, 1984

DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, Oregon 97301

Dew Valley Curves Sec. (Morris Rd.- M.P. 280.1)
Oregon Coast Highway
Coos County

This is to request an exception for shoulder widths to minimum design criteria as set forth in the "Geometric Design Standards for Highways Other Than Freeways, AASHTO 1969".

This project is a minor realignment to improve safety. The existing A.D.T. is 4,000. The adjacent sections have 12-foot travel lanes and 4-foot shoulders. There are no long term projects planned to widen these sections. I propose to construct 12-foot lanes and 6-foot shoulders through this section. The 6-foot shoulders will accommodate bicycles and will be an improvement over existing conditions.

We solicit your concurrence, that it is in the public's interest to construct 6-foot shoulders.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

DRA/cm

bcc: H. S. Coulter
E. S. Hunter
J. J. Gix
N. L. Henry
J. L. Gaither

NOTE
E. S. HUN

RECEIVED
STATE HWY ENGR
JUL 9 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-2(13)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20123

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT HWY ENGR
JUL 11 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig w/ att [illegible] 7/12

7. DATE AUTHORIZATION EFFECTIVE 7-3-84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Dew Vally Curve Section (Morris Rd. M.P. 280)

11. GENERAL DESCRIPTION OF WORK
Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 6-29-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6/29/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $451,989 Federal Funds $406,789.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 7-3-84

15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

G4661 1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-2(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20123

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/16/84	Primary 2	Primary 9

10. GENERAL LOCATION: Dew Valley Curve Section

11. GENERAL DESCRIPTION OF WORK: Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 12/29/83 I approve the revised Preliminary Engineering cost to a TEC of $43,500 Federal Funds $39,150.

(Increase TEC $12,300 Federal Funds $11,070)

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO Potter
FOR
Info Intes R/D D/R Sign Act File

Orig to 1/24

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/16/84	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Morris Rd.-M.P. 280.1 (Dew Valley) Section Coos Co.

REGION 3

Oregon Coast **SURVEY AUTHORITY**	AUTHORIZATION NO. 3	PREFIX 6-1973	DATE 12-7-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 22,300	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT	—		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	—		918 LOCATION		800	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	—	200
905 FINAL DESIGN		9,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		200
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT	—	
907 PRELIMINARY DESIGN		300	922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		3,000	923 ENVIRONMENTAL SECTION		1,100	950 TRAINING	—	100
910 REGION GEOLOGIST	—	1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE	—	
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	—		980 PUBLIC HEARING	—	
913 RIGHT-OF-WAY LIAISON	—	250	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	—	250	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 43,500
PREVIOUS AUTHORIZATION		$ 31,200
ADD. AUTH. REQUIRED		$ 12,300

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES-2-2(13)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
cy Adams
cy Macnab
3 Edwards ~~Steudemeyer~~ E
Terpin
3 Trout
cy Wakerlig

RECEIVED
FEB 3 1984
ROAD DESIGN SECTION

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BRING UP

PREPARED BY Nichols	DATE 12-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/1/84
RECOMMENDED, REGION ENGINEER X	DATE 12-13-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-2
RECOMMENDED, LOCATION ENGINEER X	DATE 1/26/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-28-82, 12-13-82 1-16-84	

734-1914 (7-82)

[illegible]

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-2(13)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20123

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/13/83

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Dew Valley Curves Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
SEP 21 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

orig to
9/21

13. REMARKS

As requested by Mr. Potter's letter of 9/7/83 you are now authorized to proceed with the acquisition of File Numbers 53633 to 53638 as shown on R/W map 9B-23-4 at a TEC of $15,000 Federal Funds $13,500.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 9/13/83

15. SIGNATURE OF APPROVING OFFICIAL Robert J Potter

16. TITLE for Division Administrator

FORM PR-1240
Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9864

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: September 7, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. HES-2-2(13)
Dew Valley Curves Section
Oregon Coast Highway
Coos County

I request your authorization to proceed with the actual acquisition of the right-of-way as programmed on the subject project at an estimated total cost of $15,000 with Federal funds of $13,500. The right-of-way to be acquired is as outlined in red on the enclosed copy of map No. 9B-23-4.

No relocation assistance is involved.

CL:bkb
Enc.

cc: D. Aman
General Files

Form 734-3122

9862 9 N

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 11, 1983

J. H. Versteeg
Road Design Engineer

Files 53633 through 53638
Morris Road-M.P. 280.1 (Dew Valley) Section
Oregon Coast Highway
Coos County

Attached are descriptions (6 files), an authorization and right of way prints covering right of way required for the subject project.

By: JBS
J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

7868

9 N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
6-1973

TO: James J. Gix
Region 3 Engineer

DATE: April 1, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Morn's Road-M.P. 280.1 (Dew Valley)
Oregon Coast Highway
Coos County
Prefix 9-1973

Attached is a copy of Notice 81-1 effective November 1, 1981 and a copy of a supplemental letter dated September 21, 1982 from John C. Jenkins.

The survey you have submitted for the above-named project does not comply with the requirements as stated in the Notice.

Please see that these requirements are fulfilled, and that the results are submitted to the Final Design Section.

FET:PL:ge

Attachments

cc J. H. Versteeg w/att
D. R. Adams

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 1 1983
ROAD DESIGN
SECTION

Do Not File ☐
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GON STAT[illegible] HIGHWAY DIVISIO[illegible]

NOTICE

NUMBER: 81-1	Page 1 of 1
EFFECTIVE DATE: November 1, 1981	
CANCELLATION DATE: Further Notice	

OFFICE Technical Services Branch

Issued By: E S Hunter (SIGNATURE)

Assistant State Highway Engineer (TITLE)

DISTRIBUTION:
Materials Section
Construction Branch
Region Engineers
Resident Engineers

SUBJECT Soil and Water pH and Resistivity Testing at Culvert Installation Sites

General:

Soil and water pH and resistivity are environmental factors generally considered to play a significant role in determining corrugated metal culvert durability.

Purpose:

To establish a procedure to measure soil and water pH and resistivity at each proposed culvert installation site where corrugated metal pipe would be an option (alumimum alloy, aluminum-coated steel, or galvanized steel).

Instructions:

During the location field survey, soil samples will be taken of foundation material at each proposed culvert installation site where the use of metal pipe would be an option. The backfill soil must also be sampled. If there is evidence of corrosion in other metal culverts handling the same stream flow, water samples will be required. This applies to new culvert installations, as well as to the extension of existing culverts. If the foundation soil changes significantly throughout the length of the culvert, or if the backfill material shows evidence of variability, more than one sample of foundation material and backfill material will be required.

All samples will be sent to the Engineering Laboratory in Salem for testing. A sample should weigh at least 50 pounds and may be submitted in either a heavy plastic or canvas bag. The sample data sheet should show the station, anticipated culvert size, whether the material is for foundation or backfill, and any appropriate comments about the condition of metal culverts in the vicinity.

FILE: MAT4-6

STATE OF OREGON

INTEROFFICE MEMO

ATTACH TO
Notice
No 81-1
From ES Hunter

TO: Edward Hardt
C. O. Fredrickson
Alfred Shirley
Dale D. Allen
Robert D. Hector

DATE: Seprember 21, 1982

From: John C. Jenkins, PE
Engineer of Materials

Subject: Samples for Culvert
Environment Tests

On November 1, 1981, E. S. Hunter issued OSHD Notice No. 81-1 relating to the sampling and testing of soil and water for pH and resistivity at culvert sites.

This notice required that a sample of at least 50 pounds be submitted to the laboratory. This sample size was selected, in our inexperience, to cover all possible soil types, including some pretty rocky ones. We are finding that the majority of samples contain much more material than we need.

In the interest of reducing sampling and shipping costs, we recommend that the standard sample be reduced to 10 to 15 pounds. The amount of material that can be packed into a plastic bag, such as that used for 6 x 12 concrete cylinders, should be adequate. If the soil is very rocky, the large pieces may be removed and 10 to 15 pounds of the smaller material submitted.

gs

cc: E. S. Hunter
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
F. E. Terpin

RECEIVED
SEP 24 1982
LOCATION
SECTION

NOTED
F. E. TERPIN

9868

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-13-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-2-2(13)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20123

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
12/13/82

8. FEDERAL ROUTE NUMBER
Primary 2

9. STATE ROUTE NUMBER
Primary 9

10. GENERAL LOCATION:
Dew Valley Curves Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 12/9/82 I approve the revised Preliminary Engineering Costs to a TEC of $31,200 Federal Funds $28,080.

(Increase TEC $16,200 Federal Funds $13,500)

RECEIVED
STATE HWY ENGR
DEC 20 '82
REFER TO Molhrin
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
12/13/82

15. SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7.161

PROJECT PROSPECTUS
PART 4 [redacted]SURVEY AUTHORITY

Coos County

SEE INSTRUCTIONS ON REVERSE N

KEY ID# 9

SECTION
Morris Rd.-M.P. 280.1 (Dew Valley) Section
Oregon Coast #9

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 2

PREFIX 6-1973

DATE 11-8-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 12,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		8,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,500	923 ENVIRONMENTAL SECTION		800	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		250	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		250	932 RAILROAD & UTILITIES					

TOTALS	$ 31,200	$ 31,200
PREVIOUS AUTHORIZATION		$ 14,900
ADD. AUTH. REQUIRED		$ 16,300

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES-2-2(13)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
4 Troub...
~~Wahrlig~~

RECEIVED
198
ROAD DESIGN SECTION
Do not file
Return to
Act...

[illegible] Watson

Bring Up

PREPARED BY	DATE 11-8-82	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/4/83
RECOMMENDED, REGION ENGINEER X	DATE 11-9-82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 1-3
RECOMMENDED, LOCATION ENGINEER X for	DATE 12/30/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-28-82 12-13-82	

734-1914 (7-82)

9-61 7-28-82 1

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-2(13)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20123

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/28/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Dew Valley Curves Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $15,000
F.F $13,500
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 7/15/82.

RECEIVED
STATE HWY ENGR
JUL 30 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
8-2-82

14. DATE 7/28/82

15. SIGNATURE OF APPROVING OFFICIAL Malach

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9868

t

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 15, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Data Submission
Item No. 20123
Project No. HES-2-2(13)
Dew Valley Curves Section
Coos County

Attached data consists of PR-1 forms with project maps, narrative, collision diagram, Authority for Survey and sketch map.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $15,000 with an obligation of $13,500 in Federal funds.

By computation, the section of highway containing this project would rank No. 49th on the Rural Priority List previously submitted to FHWA.

A copy of the State Clearinghouse A-95 review conclusions were previously submitted.

DRH:bkc
Attachments

cc: L.E. George
Alfred Shirley
General Files

Form 734-3122

.9868

[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: Oregon Department of Transportation, Highway Division

PROJECT TITLE: Dew Valley Curves Section Coos Co.

DATE: July 9, 1982

The State has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified.

☒ XX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☒ XX Potential conflicts with the plans and programs of the state agency (s) ~~have been satisfactorily resolved. No significant issues remain~~ may still exist.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. 2 Engr.: C. Fredrickson
Dis. 3 Engr.: R.A. Kuehn

5-28-82

BEN GIFFORD

RECEIVED
STATE HWY ENGR
JUL 13 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820601-008-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 5/8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

JUN 28 1982

RECEIVED
of Environmental Quality
1982

PNRS STATE REVIEW

Project #: OR 820601-008-2 Return Date: JUN 25 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects. (Explain in Remarks Section)
- ☒ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☐ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Please submit the Noise Study Report for DEQ review when it is available.

Agency DEQ

By

Phone Number 229-5989

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JUN 03 1982
DIVISION OF STATE LANDS
JUN 25 1982

INTERGOVERNMENTAL RELATIONS DIVISION
JUN 07 1982

PNRS STATE REVIEW

Project #: OR 820601-008-2

Return Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☑ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Land.

By E.H.

Phone Number 8-3059

9868

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE
Salem, Oregon 97310
Phone: 378-3732
Toll Free Number: 1-800-452-7813

NOTICE OF CONTINUING INTEREST

POLK

COOS

APPLICANT: Oregon Dept. of Transp., Highway Division

PROJECT TITLE: Ash Swale Bridge / Dew Valley Curves Section

PNRS NUMBER: OR820601-007-2 / OR820601-008-2

DATE: June 22, 1982

ecpis #9693

☒ Please submit additional information to the State Clearinghouse as requested by J. L. Hector, DEQ (for both projects) (Details attached)

NOTED
H.S. COULTER

☐ Please confer with ____________ Potential conflicts with this agency's programs have been identified. If a resolution is not achieved, the Clearinghouse will arrange a formal conference. (Details attached)

☐ The Clearinghouse wishes to arrange a formal conference to explore issues raised. You will be contacted to arrange details.

NOTE: The Clearinghouse will sign off as soon as questions have been answered and/or conflicts resolved.

If no resolution is reached, the Clearinghouse requires submission of the final proposal for review and comment a minimum of 30 days prior to submission to the funding agency. Final comments must accompany the application to the funding agency.

TACHMENT

: Dale E. Wilken ✓
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. 2 Engr. C.O. Fredrickson
PNRS #4
Revised 2/79
Reg. 3 Engr.: A. Shirley
Dis. 3 Engr.: R.A. Kuehn
Dis. 7 Engr.: B.E. Brown

BEN GIFFORD
5-27-82

RECEIVED
STATE HWY ENGR
JUN 24 '82
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File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

Management Services Div.
Dept. of Environmental Quality
RECEIVED
JUN 30 1982

PNRS STATE REVIEW

Project #: OR 820601-008-2 Return Date: JUN 25 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

DEW VALLEY CURVES, COOS

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(x) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Please submit the Noise Study Report for DEQ review when it is available.

Agency DEQ

By

Phone Number 229-5989

[illegible] 9 N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

[illegible]

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Morris Road - M.P. 280.1 (Dew Valley Curves)

HIGHWAY NAME Oregon Coast Highway			HIGHWAY NUMBER 9
REGION 3	ADMINISTRATIVE DISTRICT 7	COUNTY Coos	CITY
LENGTH 0.5	MILEPOST NUMBER 279.6 TO 280.1	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II Section 209

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Project is proposed to reduce curvature by minor realignment and use of spiraled curves. Apparent unstable easterly slopes necessitates alignment shift to be westerly. An 8° curve w/400' spirals and a 6° curve w/300' spirals is proposed. The beginning curve in this section will need to be spiraled on one end to fit the required shift in alignment. Minor grade changes should be investigated to improve present irregularities.

This is a minor realignment to improve safety in this section.

1 Versteeg ✓
Anderson
3 Adams
Olsen ade.
Sullivan
Terpin
Trout
4 Wakerlig W

RECEIVED
JUN 7 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1980 4,000@ MP 281.76	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☒	☐	☐	☐	☐
	PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

One 6° curve with 300' spirals is proposed because the limited distance between P.I.'s does not permit full length spirals. The shoulder width matches existing shoulders on each end of this short section.

APPROVED Frank E. Terpin
Location Engineer
Date 6/1/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12′	2 @ 12′
SHOULDERS	2 @ 4′	2 @ 8′
MEDIANS		— —
PARKING LANES		— —
SIDEWALKS		— —
BIKEWAYS	Bicycles use Shldrs.	This is a desiginated bike route, Bicyclist may use shldrs.
INTERCHANGES		— —
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream 2 branches - S. Fork S. Twomile Cr.	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition 1 acre ± Probably 3 parcels	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type telephone

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(5)	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	6
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______________ (Region) ______________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
selected sand subgrade	12"	
base aggregate	8"	
asphaltic concrete	4"	3" includes leveling

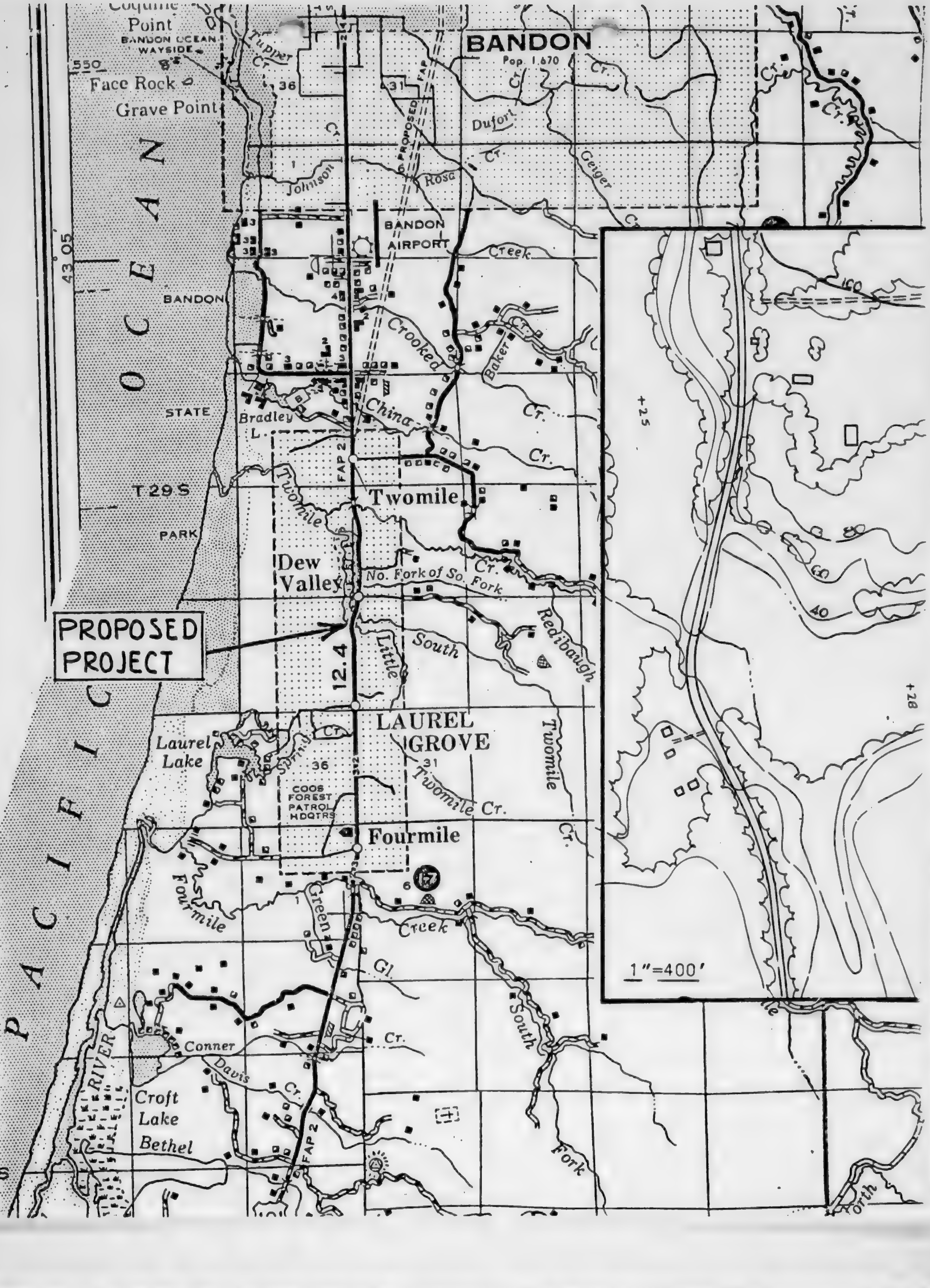
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000	17.100
RIGHT OF WAY	10,000	10.000
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY ....includes traffic control	115,000	115.000
OTHER		
ENGINEERING & CONTINGENCIES	23,000	23.000
PROJECT TOTAL	$163,000	165.100

SUBMITTED BY R.E.


PROPOSED PROJECT
12.4
BANDON
Pop. 1,670
Coquille Point
BANDON OCEAN WAYSIDE
Face Rock
Grave Point
PACIFIC OCEAN
BANDON
STATE
PARK
T29S
43 05
550
BANDON AIRPORT
Tupper Cr.
Johnson Cr.
Rosa Cr.
Dufort Cr.
Geiger Cr.
PROPOSED FAP
Crooked Cr.
Baker Cr.
China Cr.
Bradley L.
Twomile
Twomile Cr.
Dew Valley
No. Fork of So. Fork
Little
South
Redibaugh
LAUREL GROVE
Laurel Lake
Spring Cr.
COOS FOREST PATROL HDQTRS
Fourmile
Fourmile
Green Creek
Gl.
Conner Cr.
Davis Cr.
Croft Lake
Bethel
RIVER
South Fork
FAP 2
FAP 2
36
31
36
31
1
6
+25
+28
100
80
60
40
1"=400'

(2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 28, 1982

In Reply Refer to
File No.:
PRO 6

TO:
Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P.O. Box 647
1975 McPherson Street North
North Bend, OR 97459

D Swan

FROM:
D.E. Swan, P.E.
Program Control Engineer

SUBJECT:
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 7
Section: Dew Valley Curves Sec. (Morris Rd.-M.P. 280.1)
Highway: US-101 Oregon Coast Highway
County: Coos

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 30, 1982.

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 3 Engr.: A. Shirley
Dis. 7 Engr.: B.E. Brown
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
MAY 28 '82
REFER TO
FOR
Info Inves R/D D R Sign Act File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6565
01	12] PROJECT TITLE [71 Dew Valley Curves Sec. (Morris Rd.-M.P. 280.1)			
11	12] PROJECT LOCATION—CITY US-101 Oregon Coast Highway	PROJECT LOCATION—COUNTY Coos	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposed project will reduce the severity of two curves and add adequate

06 12] super to the roadway. This can be accomplished with minor realignment of the [71

07 12] present alignment. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
124,200	----	13,800	----	----	138,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: May 28, 1982	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	June	30	1982

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 28, 1982

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

F-2-2(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

(DEW VALLEY CURVES SEC.)

Section Morris Road-M.P. 280.1
Highway Oregon Coast
County Coos
Region III

Date January 25, 1982
City ______ Hwy. No. 9
Begin M.P. 279.6 Length 0.5 miles
Program Estimate ______
Funding Source ______

B. Purpose, Need, and Description of Project (Describe Alternatives):

This stretch of the Coast Highway has a high accident history, including two fatalities. The proposed project will reduce the severity of two curves and add adequate super to the roadway. This can be acccomplished with minor re-alignment of the present alignment.

C. Recommended Project Classification:

Project Class		Documentation
____	I	Draft and Final EIS
X	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation

(Possible) ____ Wetlands Finding/Analysis
____ Endangered Species List
____ Biologic Assessment
____ Cultural Resources Survey
____ Section 106 Procedures
____ Section 4(f) Evaluation
X Noise Study Report
____ Indirect Source Construction Permit

Basis for Recommended Classification:

In accordance with 23 CFR Part 771.115, this project is categorically excluded because it does not widen the facility by more than a single lane width, or have a significant effect on the environment.

D. Descriptions:

Descriptions	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved/Gravel)	yes/paved	yes/paved
Average Daily Traffic (Volume and Year)	4000/1981	6000/year 2000
Alignment (New, Combined, Existing)	existing	combined
Speeds (Posted and Estimated)	55	55

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	1± acre
Estimated Number of Parcels	3
Residential Relocation (No.)	0
Business Relocation (No.)	0

Describe:

Minimum right of way will be required on west side of the roadway at each end of project.

2. Estimated Impact on Land Use:

New right of way is currently pasture land and scrub forest. Acquiring this land will not affect land use, other than transforming the present uses to a highway function.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Project will increase horizontal and vertical sight distance. Proper super elevation will increase ridability.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Present roadway crosses two forks of Twomile Creek. Realignment will require extension of the culverts now carrying the creek. Culvert extensions will reduce the length of live stream bottom, but the reduction is very minor. Embankment required for the realignment encroach upon the creeks' floodplain to a minor extent.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None.

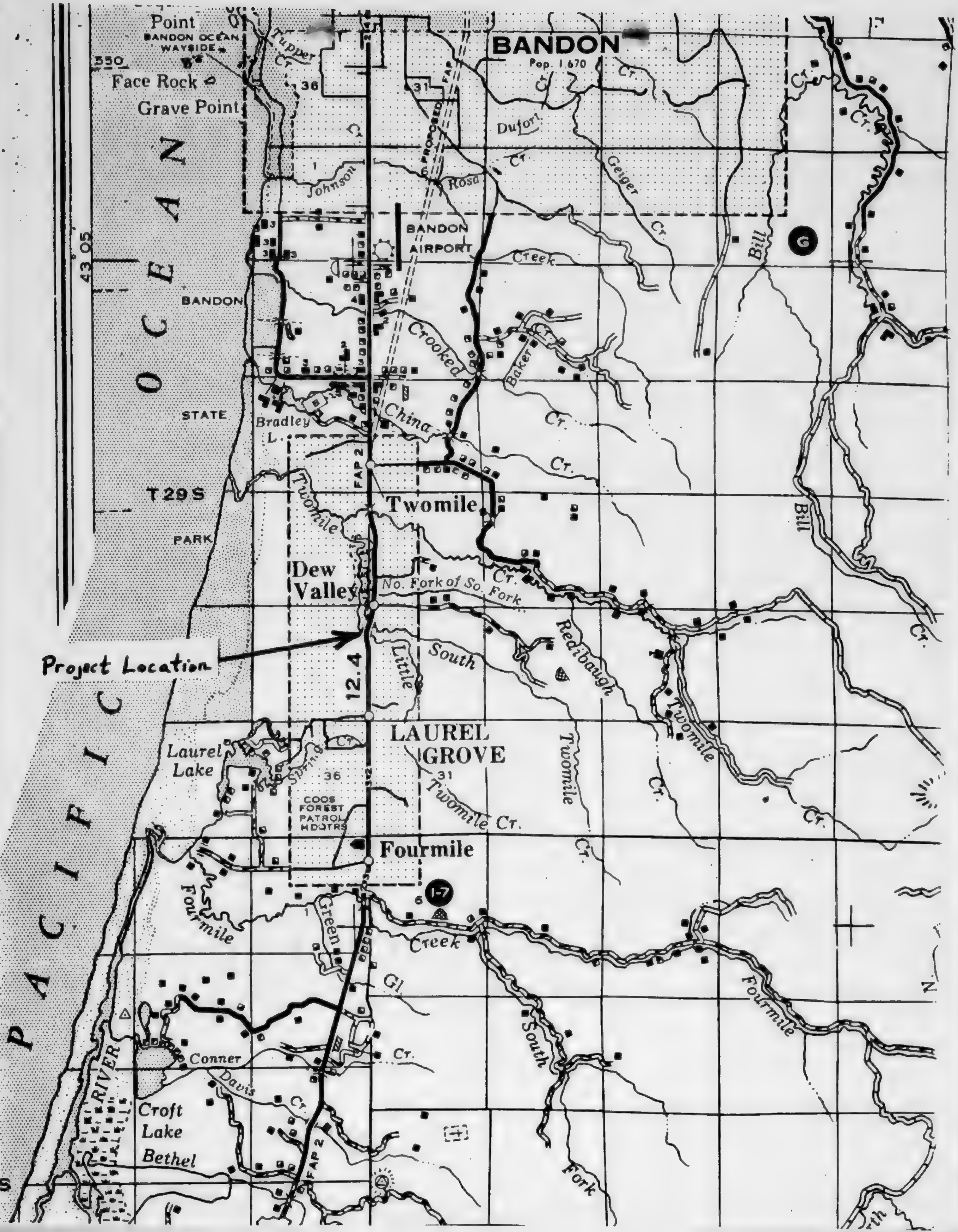
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: Gerald Parker 440-3399

(Attach Project Location Map)

(10-14-81)



Project Location

Point
BANDON OCEAN WAYSIDE
550
Face Rock
Grave Point
Tupper Cr.
36
BANDON
Pop. 1,670
31
Cr.
Cr.
Dufort
PROPOSED FAP
Johnson
1
Rosa
Cr.
Geiger
Cr.
PACIFIC OCEAN
43 05
BANDON
BANDON AIRPORT
Creek
Bill
G
Cr.
Crooked
Baker Cr.
Cr.
China
Cr.
STATE
Bradley L.
PARK
T29S
FAP 2
Twomile
Twomile
Dew Valley
Cr.
No. Fork of So. Fork
Bill
Cr.
Little
South
Redibaugh
12.4
Twomile
LAUREL GROVE
Laurel Lake
Spring Cr.
36
31
COOS FOREST PATROL HDQTRS
Twomile Cr.
Twomile
Cr.
Cr.
Cr.
Fourmile
Fourmile
1-7
6
1
Green
Creek
Fourmile
Gl
Cr.
South
Conner
Davis
Cr.
RIVER
Croft Lake
Bethel
FAP 2
Fork
S
N

4.62

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: May 6, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Oregon Coast Highway MP 279.6 to 280.1

Region 3 has requested a project to realign two reversing curves on the Oregon Coast Highway. The change in curvature is expected to reduce the number and severity of accidents now occurring at this location.

Construction will be by contract with State Forces performing all phases of engineering. In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Dew Valley Curves Section Oregon Coast Highway Coos County	$163,000	$146,700	$16,300

This project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

RHB:np
Att.

APPROVED:

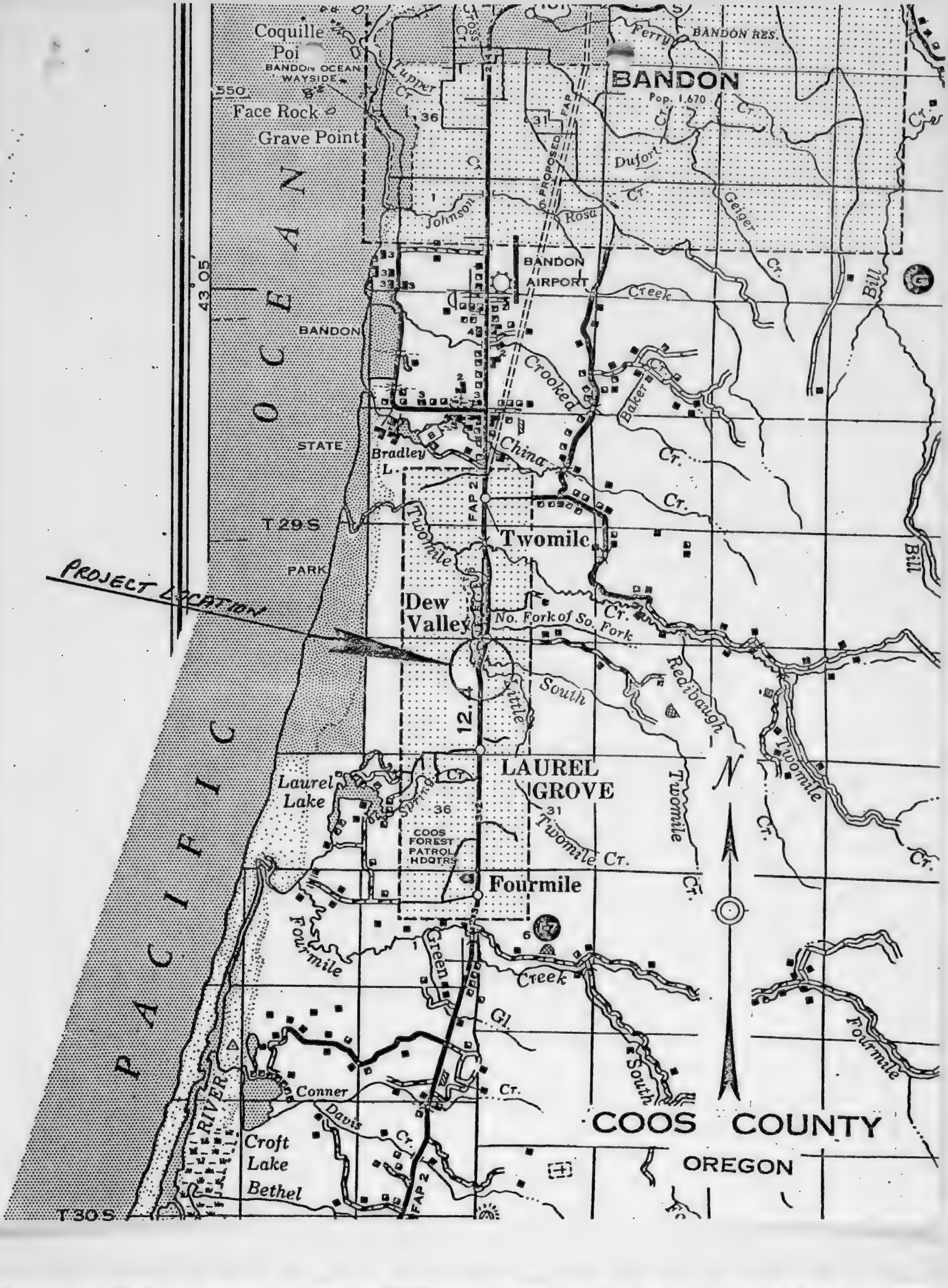
E S Hunter
State Highway Engineer

DATE: 5-7-82

RECEIVED
STATE HWY ENGR
MAY 7 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5-10-82
Orig. to Sorensen
cy George file


Coquille Poi
BANDON OCEAN WAYSIDE
550
Face Rock
Grave Point
43 05
BANDON
STATE
PARK
T 29 S
PACIFIC
OCEAN
PROJECT LOCATION
Tupper Cr.
Ferry
BANDON RES.
BANDON
Pop. 1,670
Cr.
Cr.
Dufort
Cr.
Geiger
Cr.
Johnson
Cr.
Rosa
PROPOSED FAP
36
31
1
6
BANDON AIRPORT
Creek
Bill
Bill
Crooked
Baker
Cr.
China
Cr.
Cr.
Bradley L.
FAP 2
Twomile
Twomile
Cr.
Dew Valley
No. Fork of So. Fork
South
Little
Reichbaugh
12.4
Twomile
N
LAUREL GROVE
Laurel Lake
Spring
Cr.
36
31
COOS FOREST PATROL HDQTRS
Twomile Cr.
Twomile
Cr.
Cr.
Cr.
Fourmile
1
6
Fourmile
Green
Creek
Gl.
South
Fourmile
Conner
Cr.
Davis
Cr.
RIVER
Croft Lake
Bethel
FAP 2
T 30 S
COOS COUNTY
OREGON

9868

t

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

December 3, 1981

Coos County Board of Commissioners
Coos County Courthouse
Coquille, OR 97423

In Reply Refer to
File No.:

NOTED
H.S.COULTER

Gentlemen:

This will acknowledge receipt of letters which you forwarded to the Department of Transportation on November 18 concerning the Dew Valley Curves on the Oregon Coast Highway.

As a temporary measure, we will install flashing amber lights on the curve sign in advance of the curves and also large arrow boards on the curves.

We will pursue the process of obtaining federal aid safety funds in order to improve the alignment at that location.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.
ALFRED SHIRLEY, JR., P.E.
Regional Engineer

as/cw

cc H. S. Coulter ✓

RECEIVED
STATE HWY ENGR
DEC 7 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

984!

l

TRA

December 2, 1981

Sherry Nelson
P. O. Box 536
Bandon, OR 97411

The Highway Division, as a temporary measure, will install flashing amber lights on the curve signs and large arrows at the Dew Valley curves south of Bandon on the Oregon Coast Highway.

We are also pursuing the possibility of obtaining federal safety funds to improve the curvature at that location.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

AS:cw lb

bc Alfred Shirley, Jr.

To whom it may concern,

I'am writing to you about the Corner out highway 101 in Laural Grove, which is now called dead man's curve.

I have had an uncle killed there & now a beautiful Sister that was very well loved by alot of people, as you should know by now from all the letter's you have recieved.

I really do hope you people will do something about that awful dead trap!

Signed
The Sister
of the Latest
Victim!

RECEIVED
DOT DIRECTOR
NOV 27 '81
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

cy 11/27

12/7

TRA

November 18, 1981

Fay Sparks
1165 Chemeketa Street N.E.
Apartment 505
Salem, OR 97301

I have read the newspaper reports which you sent me from the Bandon Western World.

The Highway Division is seeking some federal-aid safety funds to improve the alignment at the Dew Valley curves on the Oregon Coast Highway.

In the interim, we will install flashing amber lights on the curve signs in the area and also install large arrow boards on the curves.

It is distressing to have serious accidents happen on the highway, and your concern is very much appreciated.

Sincerely,

/s/ L. W. Rulien

H. S. Coulter, P.E.
State Highway Engineer

AS:cw LWR:lb

bc Alfred Shirley, Jr.

1165 Chemeketa St. N.E.
Apt. 505
Salem, Oregon 97301

State Highway Engineer
Dear Sir:

Since I take the Western World and since my brother, Leslie J. Sparks, and I were graduated from Bandon Grade School and High School, I am assuming the privilege of sending you these articles from the newspaper.

Respectfully yours,
Fay Sparks

Of 11-9
Due 11-19

RECEIVED
STATE HWY ENGR
NOV 9 '81
REFER TO
FOR
Info
Inves
[✓ R/D]
D/R
Sign
Act
File

SPARKS, FAY 9 82
116 CHEMEKETA ST. N.E.
SALEM, OR. 97301

BANDON-BY-THE-SEA

WORLD

Cranberry Capital of Oregon

NESDAY, NOVEMBER 4, 1981 75th year No. 3 12 pages *25 cents*

Chamber Protests Restriction

The Bandon Chamber of Commerce, at a meeting of its directors last week, voted to protest the removal of parking along the highway in east Bandon, which was to be the subject of a hearing last night (Nov. 3) by the city council.

Don Goddard, owner of Goddard Energy Co. and former long-time mayor, whose business is in the affected area, strongly objected to the council's proposal to restrict parking from Elmira Street east to the west end of the Hinerman (Bandon Beauty Shoppe) building, on the south side of the highway.

Councilman Milan Brace, who was present at the Chamber directors meeting, as were Councilmembers Mary Schamehorn and Ray Hallinan, explained that the proposal was "aimed at improving safety" in the area for people trying to pull onto the highway at Fillmore. The councilmen also responded, in answer to a question as to how parking would be affected in front of the cheese factory, that "the restriction would not include that area because we felt that visibility was not affected for those pulling out of Grand Avenue."

The Chamber vote was unanimous, with the exception of the three councilmen who abstained from the vote.

Goddard was appointed to represent the Chamber at the council hearing.

SEEKS SUPPORT

Teresa Nelson Dies In Accident

TERESA NELSON

A 17-year-old Bandon High School senior, Teresa Nelson, was killed last Tuesday afternoon shortly after 2:30 when the car she was driving collided head-on with a chip truck just north of Laurel Grove, where she lives.

Teresa was secretary of the studentbody at BHS.

Teresa, who worked at Fraser's Restaurant, was the daughter of Mrs. Darlene Nelson, who is also employed at Fraser's. She was engaged to Chris Augsburger.

According to police, Miss Nelson was traveling south when her car apparently went out of control on the south end of Dew Valley curve on the rain-slickened highway and crashed into the truck in the northbound lane. The truck was driven by 33-year-old Thomas Brady. No citations were issued.

School District 54

Board Concerned With ESD Programs

After a close scrutiny of the 1982-83 programs and expeditures of the Coos County Education Service District, the Bandon school board passed a resolution indicating approval of the programs and services, with four exceptions.

Board Chairman Dave Brooks explained that "there were programs offered by ESD that everyone on the board had

graphic arts, audio-visual repair, coordination of the cooperative purchasing program and a media center, coordination of the cooperative purchasing program and a media center: film and resource library.

Each board member was presented with a summary of the ESD programs, and what they cost for those districts throughout the county

TERESA MAE NELSON

Funeral services were held Friday afternoon for 17-year-old Teresa Mae Nelson of Bandon, who died Oct. 27 from injuries suffered in an automobile accident south of Bandon.

Teresa, who was a member of the senior class at Bandon High School also served as secretary of the studentbody. She was engaged to marry Chris Augsburger, a graduate of Bandon High School. She had been employed at Fraser's Restaurant for several years.

She was born Sept. 20, 1964, in Sutherlin.

Survivors include her mother, Darlene Nelson of Bandon; father, Roy Nelson of Sutherlin; sisters, Juanita, Barbara and Sherry Nelson, all of Bandon; grandparents, Mr. and Mrs. Clare Nelson of Sutherlin and Mrs. Mildred Smith of Bandon. Also surviving are numerous aunts, uncles and cousins.

The Rev. Lee Wright of Missionary Baptist Church in Sutherlin officiated at the service, with interment following in the IOOF Cemetery.

Serving as casket bearers were friends and classmates, including Robert Sprague, Ron Wigington, Pete Richert, Russ Peters, Tom Ventriglia and Doug Carver. Earleen Bissett Weiss was the soloist.

A Memorial Fund has been established at Western Bank as part of the Bandon Scholarship Fund, and a special scholarship will be presented in her name to one of her classmates at graduation. People wishing to contribute to the fund may send donations to the bank, c/o Joye Van Leuven.

Editorial

A Tribute To Teresa

By Mary Schamehorn
Western World Editor

This week's editorial may not be easily understood by all our readers, but it's meant for the hundreds of people who knew and loved Teresa Nelson . . .

To the Frasers and those who worked there with her, whose tears said it all— how they'd watched her come in as one barely 15 years old and work summers, weekends and after school — and how they had come to love her so much during those too brief years . . .

To the many customers of Fraser's who always looked forward to seeing her pretty smile and shy welcome, and shared in watching her transform into the warm and wonderful teenager that she had become — although barely 17 years old . . .

To her schoolmates at Bandon High, nearly a hundred of them who crowded into the funeral chapel (some probably for the first time) who loved her and mourned her loss with that special kind of intensity that hopefully will stay with them through the years ahead . . .

To the little old people in the chapel and the other neighbors from Laurel Grove who had watched her grow into a beautiful, sensitive and responsible young woman . . .

To her little sisters, Nita and Barbie, who she helped take care of while their mother worked to support them. She had cared for them like they were her own children — learning and accepting responsibility far earlier than most teens — and never shirking these responsibilities . . .

To the precious little girl with whom Pat and Vicki trusted her to babysit weekly almost since birth — realizing how much she loved children and how much they loved her . . .

To Chris, to whom she was engaged to be married, and now shoulders grief of the kind that few young people ever have to deal with . . .

To the Augsburger family who had come to love her as their own daughter . . .

To the Bandon High teacher who said she was "always one of my favorite students" . . .

To M.C. who she loved as if he were her own father . . .

To her sisters, grandparents, aunts, uncles and cousins, all of whose lives she touched with her

She was born Sept. 20, 1964, in Sutherlin.

Survivors include her mother, Darlene Nelson of Bandon; father. Roy Nelson of Sutherlin; sisters, Juanita, Barbara and Sherry Nelson, all of Bandon; grandparents, Mr. and Mrs. Clare Nelson of Sutherlin and Mrs. Mildred Smith of Bandon. Also surviving are numerous aunts, uncles and cousins.

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---

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To her little sisters, Nita and Barbie, who she helped take care of while their mother worked to support them. She had cared for them like they were her own children — learning and accepting responsibility far earlier than most teens — and never shirking these responsibilities . . .

To the precious little girl with whom Pat and Vicki trusted her to babysit weekly almost since birth — realizing how much she loved children and how much they loved her . . .

To Chris, to whom she was engaged to be married, and now shoulders grief of the kind that few young people ever have to deal with . . .

To the Augsburger family who had come to love her as their own daughter . . .

To the Bandon High teacher who said she was "always one of my favorite students" . . .

To M.C. who she loved as if he were her own father . . .

To her sisters, grandparents, aunts, uncles and cousins, all of whose lives she touched with her gentleness . . .

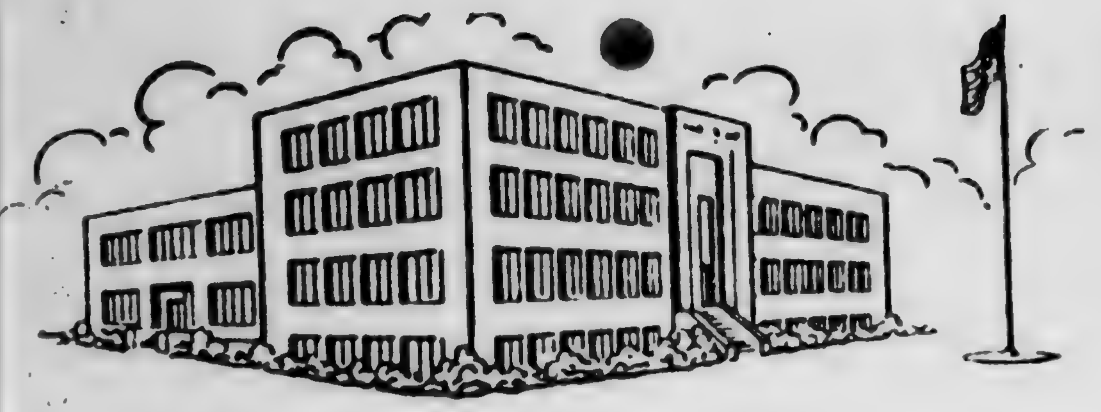
But most of all to her mother, Darlene, who could never have loved anyone more, and whose terrible sorrow will someday be replaced by tremendous pride for her large part in making Teresa the kind of daughter . . . fiancee . . . friend . . . that caused several hundred people to turn out Friday to say "goodbye" to her — each with a special memory of the way he or she had known Teresa Nelson.

* * * * * * *

I have my own special memory of the shy youngster to whom I loaned my favorite book, "The Treasure Chest . . . of Familiar and Inspirational Quotations, Poems, Sentiments and Prayers" — which she had returned to me the day before her death.

These words come from the beautiful book that she and I shared:

> A Thing of beauty is a joy forever:
> Its loveliness increases, it will never
> Pass into nothingness; but still will keep
> A bower quiet for us, and a sleep
> Full of sweet dreams, and health,
> And quiet breathing. —John Keats



County of Coos
BOARD OF COMMISSIONERS
COOS COUNTY COURTHOUSE
COQUILLE, OREGON 97423
Phone: 396-3121

R. A. "Bob" Emmett
Jack L. Beebe, Sr.
Ed "Doc" Stevenson

November 18, 1981

Department of Transportation
Transportation Building
Salem, Oregon 97310

Gentlemen:

Please find enclosed copies of several letters received by the Coos County Board of Commissioners from concerned citizens regarding a dangerous curve on the section of Highway 101 south of Bandon between the Dew Valley Club House and the Laurel Grove area.

It appears that several lives have been lost due to the dangerous situation on this portion of the highway.

The Board of Commissioners requests that you make every effort to correct this situation as soon as possible in order to alleviate the dangerous condition that now exists.

Thank you for your prompt attention to this matter.

BOARD OF COMMISSIONERS

Robert Emmett
Chairman

Jack L. Beebe
Commissioner

Doc Stevenson
Commissioner

BOC/lp
Enc. (4)

cc: Jeannie Johnson
Val Nemcek
Mildred E. Smith
D. Jane Dallison

acknowledgement rec'd

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO
Sanders
12 to
1811
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

RECEIVED
DOT DIRECTOR
NOV 27 '81
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED

BOARD OF COMMISSIONERS
COOS COUNTY, OREGON

Attention Board of Commissioners.

I am writting as a citizen of Bandon, Coos County.

Some of you may be aware of a fatal accident south of Bandon this month.

My concern is of the condition of that particular section of Hwy. 101. Some of you may be familiar with it. It lies just south of The Dew Valley Club House and just north of the Laurel Grove Area.

As a wife of one of the Bandon Police Officirs, I am aware of sweral fatal accidents at this location on Hwy. 101.

I am making a plea to all peoples placed in authority in Coos County to do everything they can to have this section of road straigtened out.

I realize that some like this cannot be accomplished in a matter of days or months. That it will take years to get it fixed. But lets get it on the agenda now and perhaps we can accomplish the task before another life is lost.

Jeannie Johnson
Rt 1 Box 868
Bandon, Or.
97411

Board of Commissioners

BOARD OF COMMISSIONERS
COOS COUNTY, OREGON

PLEASE DO SOMETHING TO IMPROVE DRIVING CONDITIONS ON THE CURVE KNOWN AS "DEW VALLEY CURVE" JUST SOUTH OF BANDON ON 101.!!!

THE YOUNG WOMAN WHO WAS KILLED THERE RECENTLY WAS ONLY 1 OF MANY VICTIMS, DEAD OR MUTILATED. —

VAL NEMCEK
P.O. BOX 802
BANDON, OREGON
97411

Damage RECEIVED
Nov 2 - 81 1981

BOARD OF COMMISSIONERS
COOS COUNTY, OREGON

Board of Commissers

Dear Sirs- I will add my plea to the many other concerning the Bad curve here south of Bandon.

I realize you are hampered by lack of funds but we have seen extensive work done between here and Coos Bay but none South of Bandon. I believe this should receive top priority.

Sincerely
Mildred E. Smith
Box 1091 Bandon

"Grandmother of The latest Victim"

[illegible] 1981
BOARD OF COMMISSIONERS
COOS COUNTY, OREGON

Nov. 4. 1981

Dear Friends -

How many deaths will it take before proper attention is given to correcting the curve in Hwy 101 at Dew Valley? Please do something Now - warning lights - reflectors - signs - crosses for each death there to line the shoulder - anything to help until the road itself can be changed. Please help!

D. Jane Dallison
Rt 1 Box 1470
Bandon, Or. 97411

HB 3

1984 Bachelor Rock Production 9869
Proj. on Century Dr. SW of Bend.

January 28, 1985

Industrial Indemnity Co. of the NW
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9869

Gentlemen or Ladies:

On January 22, 1985, we wrote to you concerning release of final payment on Contract No. 9869 awarded to Capitol Crushing Co. for the Bachelor Rock Production Project on Century Drive in Deschutes County.

Final payment on this contract is $3,762.27 and the total contract amount is $75,245.43. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Capitol Crushing Co.
5865 Gaffin Road, SE
Salem, OR 97301

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9869

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 17, 1985

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9869, On Site Work Substantially Completed October 15, 1984

All Work Completed October 22, 1984

Project Bachelor Rock Production

Highway Century Drive

County Deschutes

Type of Work Rock Production

Contractor Capitol Crushing

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

January 22, 1985 - Surety letter written.

noted
RGormsen

RECEIVED
JAN 21 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bachelor

WEEK ENDING: October 27, 1984

SECTION PREFIX: 9-8312

HIGHWAY: Century Drive

COUNTY: Deschutes

NAME OF JOB: Bachelor Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Capitol Crushing

CONTRACT NUMBER: 9869

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 31, 1984

DATE WORK STARTED: September 6, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: 0

SPECIFIED COMPLETION DATE: October 15, 1984

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $85,588.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $74,750.00

ENGINEERING AUTHORIZATION: $7,475.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $74,750.00

ENGINEERING COST TO DATE: $7,475.00

DATE PROJECT WAS COMPLETED: October 15, 1984

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 100 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0		
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			25,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			26,036.48		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			26,036.48		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE F CAE RECEIVED LS TC
COE OM SA CC
CA OCT 29 1984 FE
CAM MA
CP CONSTRUCTION QCS
LEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Project complete. Third notification issued. Semi-final submitted to Region October 25, 1984.

SIGNED Thomas R. LOCATION Bond.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

1984 N. Santiam R.-Lava Meadows 9870
Rd. Sec, N. Santiam Hwy.
(gr, pav.)

04310

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 9-8

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-2-87

State OREGON

County LINN

Project Number F-47(21)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 666,288.00	$ 669,138.00
Federal funds	$ 587,332.00	$ 589,844.00
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2 ND day of SEP, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon August 31, 1987

Federal-Aid Project No. F-47(21)

N. Santiam River-Lava Lake Meadows Road Section
North Santiam Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 10+00 to 85+00)

SUBTOTAL from estimate of December 5, 1986		$615,428.00
	Engineering	51,327.00
	TOTAL	$666,755.00

Length of Project ------------------ 1.42 miles

Cost of Roadway Per Mile ----------- $469,545.77

TOTAL retained in Reserve from Previous Estimate $ 2,383.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$666,755.00	$587,744.00	$ 79,011.00
Reserve	010	2,383.00	2,100.00	283.00
TOTAL		$669,138.00	$589,844.00	$ 79,294.00

SubJob 010: 0%; SubJob 011: 96%; SubJob 080: 0%; SubJob 081: 4%
Contract No. 09870
Prefix Nos.: C122-1907 (PE); C122-1025; C09870

DDB:pf

9870

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-330	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Linn
MODIFICATION NUMBER 2		Project Number F-47(21)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 688,978.00	$ 666,288.00
Federal funds	$ 607,333.00	$ 587,332.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of [illegible], 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon December 5, 1986

Federal-Aid Project No. F-47(21)

N. Santiam River-Lava Lake Meadows Road Section
North Santiam Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 10+00 to Sta. 85+00)

Subtotal from previous estimate of August 6, 1984	$ 615,428.00
Subtotal	$ 615,428.00
Engineering	48,477.00
Total	$ 663,905.00

Length of Project	1.42 mi.
Cost of Roadway Per Mile	$ 483,517.61

Total retained in reserve from previous estimated	$ 2,383.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	010	88.15%	$ 663,905.00	$ 585,232.00	$ 78,673.00
Reserve	010	88.15%	2,383.00	2,100.00	283.00
Total			$ 666,288.00	$ 587,332.00	$ 78,956.00

Sub. Job 010: 0%; Sub. Job 011: 96%; Sub. Job 080: 0%; Sub. Job 081: 4%
Contract No. C09870
Prefix: C122-1907; C122-1025
RLC:bkb

9870

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 9-190	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County LINN
PROJECT REPORT NUMBER	9-23-86	Project Number F-47(21)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10 , 19 84 .

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 700,893.00	$ 688,978.00
Federal funds	$ 617,836.00	$ 607,333.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23TH day of SEP , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 22, 1986

Gen File

FEDERAL AID PROJECT NO. F-47(21)

N. SANTIAM RIVER-LAVA LAKE MEADOWS ROAD SECTION
NORTH SANTIAM HIGHWAY
LINN COUNTY

REVISED PROJECT AGREEMENT

TYPE CODE 1000
ROADWAY (Sta. 10+00 to Sta. 85+00)

SUBTOTAL from previous estimate of August 6, 1984		$615,428.00
	SUBTOTAL	$615,428.00
	Engineering	71,167.00
	TOTAL	$686,595.00

Length of Project ----------------- 1.42 miles
Cost of Roadway Per Mile ---------- $483,517.61

TOTAL retain in reserve from previous estimate $ 2,383.00

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	PRO-RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	010	88.15%	$686,595.00	$605,233.00	$81,362.00
Reserve	010	88.15%	2,383.00	2,100.00	283.00
TOTAL			$688,978.00	$607,333.00	$81,645.00

SubJob 010: 0%; SubJob 011: 96%; SubJob 080: 0%; SubJob 081: 4%
Contract No. C09870
Prefix: C122-1907; C122-1025

DDB:pf

.9870

STATE COPY

TO BE COMPLETED BY FHWA 8-102	US Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 7-1-...	STATE Oregon Linn PROJECT NO. F-47(21)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22, 4.9 mi. N of Santiam Jct., N 1.4 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-3-84	1.44
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 88.15%
$ 700,893.00	$ 617,836.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG 10 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 6, 1984

Federal Aid Project No. F-47(21)

N. Santiam Riv.-Lava Lake Meadows Rd. Section
N. Santiam Highway
Linn County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 10+00 to Sta. 85+00)

Furnishing Field Laboratory	Each	All	3,000.00	$ 3,000.00
Mobilization	Lump Sum	1	Lump Sum	59,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,000.00
Temporary Signs	Sq. Ft.	165	11.00	1,815.00
Temporary Barricades	Each	2	100.00	200.00
Flaggers	Hour	500	11.00	5,500.00
Pilot Car	Hour	100	35.00	3,500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	70,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,000.00
Ditch Excavation	Cu. Yd.	450	4.00	1,800.00
General Excavation	Cu. Yd.	22,550	4.00	90,200.00
Trench Excavation	Cu. Yd.	240	10.00	2,400.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	2,000.00
Watering	M-Gal.	100	12.00	1,200.00
Aggregate Shoulders	Ton	2,500	7.50 7.00	17,500.00
Cement Treated Base	Sq. Yd.	13,750	2.00	27,500.00
Cement for Treated Base	Ton	450	100.00	45,000.00
Aggregate for Treated Base	Ton	8,180	9.00	73,620.00
Asphalt in Chip Seal	Ton	15	225.00	3,375.00
Aggregate in Chip Seal	Ton	120	20.00	2,400.00
Class "C" Asphalt Concrete Mixture	Ton	5,200	15.00	78,000.00
Asphalt Cement in Mixture	Ton	312	170.00	53,040.00
Hydrated Lime in Mixture	Ton	62	95.00	5,890.00
18-inch Culvert Pipe	Lin. Ft.	126	12.00	1,512.00
24-inch Culvert Pipe	Lin. Ft.	96	20.00	1,920.00
Concrete Inlets, Type "D"	Each	1	500.00	500.00
4-inch Drain Pipe	Lin. Ft.	7,400	1.25	9,250.00
Gravel in Drains	Cu. Yd.	150	20.00	3,000.00
Protection Blocks	Each	11	100.00	1,100.00
Extra for Asphalt Approaches	Each	3	250.00	750.00
Geotextile Fabric in Drains	Sq. Yd.	3,020	1.50	4,530.00

Loose Riprap, Class 50	Cu. Yd.	2,150	12.00	25,800.00
Loose Riprap, Class 100	Cu. Yd.	200	15.00	3,000.00
Delineators, Type 1	Each	58	22.00	1,276.00
Seeding, Fertilizing and Mulching	Acre	3	750.00	2,250.00
				$ 607,828.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 3,500.00
Temporary Pavement Striping	All Required		1,000.00
Temporary Erosion Control	All Required		2,000.00
Bikeway Striping and Legend	All Required		1,100.00
			$ 7,600.00
		Subtotal	$ 615,428.00
		Engineering	83,082.00
		Total	$ 698,510.00

Length of Project	1.420 mi.
Cost of Roadway Per Mile	$ 491,908.45

Retain in Reserve

Permanent Signing	All Required		$ 1,500.00
Bikeway Signs	All Required		600.00
		Subtotal	$ 2,100.00
		Engineering	283.00
		Total	$ 2,383.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 698,510.00	$ 615,736.00	$ 82,774.00
Reserve	2,383.00	2,100.00	283.00
Total	$ 700,893.00	$ 617,836.00	$ 83,057.00

Group 1 96%; Group 8 4%
Contract No. 9870
Prefix: 122-1907 P.E.
122-1025

CL:bkb

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 5/22/87	REPORT MADE BY D. B. Carter, Area Engineer DBC		PROJECT NO. F-47(21)
COMPLETION DATE (Actual) 8/5/85	ACCEPTANCE DATE BY CONRTACT AGENCY 12/29/86	TIME ELAPSED SEE BELOW %	CONTRACT TIME S.C.D. 6/30/85

LOCATION

Between MP 75.46 and MP 76.90 on the N. Santiam Highway, Linn County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. SANTIAM RIVER - LAVA LAKE MEADOWS RD. SECTION
NORTH SANTIAM HIGHWAY
Grading & Paving

This project provided for the construction of a 1.5 mile eastbound slow moving vehicle lane.

The contract for this project was awarded to Roy L. Houck Construction Co., Salem, Oregon in the amount of $607,828.00. The final amount of the original contract bid items was $570,515.20, or a 6.5 percent underrun of the contract amount. The final cost of the project including all changes and engineering was $642,800.54.

This project had a specified completion of June 30, 1985. The contractor used an additional 31½ days to complete the work and was assessed liquidated damages to reflect this time overrun in accordance with the specifications.

All participating work has been completed.

All signing and striping is complete.

A final inspection of the completed work was made on October 8, 1985.

- DBC -

RECEIVED
STATE HWY ENGR
MAY 28'87
REFER TO
Fredrickson
FOR

ay
5/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter		SIGNATURE	
TITLE Area Engineer	DATE 5/27/87	TITLE District Engineer	DATE 5/22/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9870

N

January 15, 1987

CON 5 - #9870

Industrial Indemnity Co.
421 SW 6th Avenue
Portland, OR 97204

On December 31, 1986, we wrote to you concerning release of final payment on Contract No. 9870 awarded to Roy L. Houck Construction Company for work on the North Santiam River-Lava Lake Meadows Road Section of the North Santiam Highway in Linn County.

Final payment on this contract is $6,237.56 and the total contract amount is $590,279.93, including $10,440.50 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Roy L. Houck Construction Company
2705 Lancaster Drive NE
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9870

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9870

TO: Commission Services

DATE: December 29, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9870, On Site Work Substantially Completed August 5, 1985

All Work Completed January 14, 1986

Project N. Santiam River-Lava Lake Meadows Road

Highway North Santiam

County Linn

Type of Work Grading and Paving

Contractor Roy L. Houck Construction Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-31-86 - Surety letter written.

RECEIVED
DEC 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

#77

jc

✓

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-47(21)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40171

2A. COUNTY NAME Linn

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 3, 1985

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Secondary 162

10. GENERAL LOCATION:
North Santiam River - Lava Lake Meadows Rd. Section

11. GENERAL DESCRIPTION OF WORK
Furnishing and Installing Bikeway Signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/3/85 as requested in Mr. Fredrickson's letter of 3/3/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $600;
Federal Funds $528.

RECEIVED
STATE HWY ENGR
MAR 17 '86
REFER TO Potter
FOR
Info | Inves | H/D | D/R | Sign | Act | File

Orig to
3/17

14. DATE 3/13/86

15. SIGNATURE OF APPROVING OFFICIAL G. K Hessner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

- CL 1986-0103

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 4 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 28, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#9870

Porter W. Yett Co.
5949 N. E. Cully Boulevard
Portland, OR 97218

Attn: Steven P. Yett
President

We have received your Notice of Claim dated February 11, 1986, concerning the following Highway Division contract:

FILED BY:	Porter W. Yett Company
AMOUNT:	$4,450
FOR:	Labor, equipment and material
AGAINST (Prime contractor):	Roy L. Houck Construction Co.
CONTRACT NO.:	9870
PROJECT:	North Santiam River-Lava Lake Meadows Road Section, North Santiam Highway, Linn County
SURETY:	Industrial Indemnity Co.
AGENT:	Rollins Burdick Hunter

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97305

Industrial Indemnity Co.
421 S.W. 6th Ave.
Portland, OR 97204

bc: Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
PR1

RECEIVED
MAR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0188 (10-85)

NOTICE OF CLAIM

Oregon State Department of Transportation
State Highway Division
Salem, Oregon 97310

The undersigned hereby gives notice that it supplied labor, equipment and material to Fabricators, Inc. and Roy Houck Construction Company on Oregon State Highway Project No. 9870 known as North Santiam River - Lava Lake Meadows Road, North Santiam Highway, Linn County, Oregon, during July, 1985 and thereafter in the total and agreed amount of $4,450.00 for which no payment has been made or received.

This is notice to the State of Oregon, the general contractor, Roy Houck Construction Company and Industrial Indemnity which posted a bond on said project on behalf of the prime contractor, and request that payment be made of said sum forthwith.

DATED: This 11 day of February, 1986.

PORTER W. YETT COMPANY

By: Steven P. Yett
Steven P. Yett, President

Address: 5949 NE Cully Blvd.
Portland, Oregon 97218

Tel: (503) 282-3251

cc: Fabricators, Inc.
2705 Lancaster Drive, N.E.
Salem, Oregon 97305

Roy Houck Construction Company
2705 Lancaster Drive, N.E.
Salem, Oregon 97305

Industrial Indemnity
421 SW Sixth Street
Portland, Oregon 97204

CERTIFIED MAIL -- RETURN RECEIPT REQUESTED

RECEIVED
FEB 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION N. Santiam R.-Lava Lake Meadows Rd.		WEEK ENDING December, 14, 1985
		SECTION PREFIX C09870
	HIGHWAY North Santiam	COUNTY Linn
NAME OF JOB N.Santiam R.-Lava Lake Meadows	KIND OF WORK Grading and Paving	
CONTRACTOR Roy L. Houck Construction	CONTRACT NUMBER 9870	FEDERAL AID PROJECT NUMBER F-47(21)
DATE OF CONTRACT August 2, 1984	DATE WORK STARTED Sept. 4, 1984	ESTIMATED COMPLETION DATE August 5, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 700,894.28	SPECIFIED COMPLETION DATE June 30, 1985	PERCENT OF TIME ELAPSED 110
EXCLUSIVE OF ENGINEERING: $ 645,316.76	ENGINEERING AUTHORIZATION $ 55,577.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 589,947.70	ENGINEERING COST TO DATE $ 57,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN - 9 %	PERCENT OF AUTHORIZATION 103 %	DATE PROJECT WAS COMPLETED: August 5, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.44	1.44			1.44
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.44	1.44			1.44
TOTAL ESTIMATED QUANTITIES (CONTRACT)	22,550cy	13,750sy			5,200 T
TOTAL QUANTITIES CORRECTED TO DATE	20,982cy	12,887sy			4,700 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,982cy	12,887sy			4,700 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Third notification issuled Dec. 9th.

PROJECT COMPLETE

FINAL REPORT

SIGNED Alva D. Vohland LOCATION Corvallis

ALVA D. VOHLAND, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9870

11

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5

DATE: October 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-47(21)

Contract 9870, Work Completed August 5, 1985

Project N. Santiam R.-Lava Lake Meadows Road

Highway North Santiam

County Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 8, 1985

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

BMW:mk

cc: E. S. Hunter ✓
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

9[illegible]

June 12, 1985

Roy L. Houck Construction Co.
2705 Lancaster Dr. NE
Salem, OR 97305

CON 5

Re: Time Extension Request
N. Santiam River-Lava Lake Meadows Road
Contract No. 9870
FAP No. F-47(21)

Your request for additional contract time in which to complete the above project has been carefully considered. You have requested an additional 30 calendar days of contract time due to "above average snow accumulation at the project site".

The review of the project records indicates that snow fall accumulation had nothing to do with the delay in completion of this contract. Further, we have no information to indicate that the snow fall at the project site was reasonably unpredictable. Your request for additional contract time is accordingly denied.

Should you wish to submit additional information, or to further review this matter, please contact Project Manager Al Vohland.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc:	C. O. Fredrickson	
	William Anhorn	w/att.
	Al Vohland	w/att.
	FHWA	w/att.

TE/174

OF OREGON

INTEROFFICE MEMO

122-102-900

TO: W G. Anhorn
Region 2 Engineer, Salem

DATE: May 23, 1985

FROM:

Alva D. Vohland
Alva D. Vohland
Project Manager, Corvallis

SUBJECT:
N. Santiam River-Lava Lake Meadows Rd.
Contract 9870
Contractors request for adjustment of time

RECEIVED
JUN 05 1985
CONSTRUCTION SECTION

CE__ CAE __ LS__ TC__
COE__ OM__ SA__ CC__
OE __ FE __ CP__
CA__ POC__
CAM __
EEO__

REGION 2 OFFICE
RECEIVED
MAY 29 1985
RLO ROS
RL RCD RM RC
RTS RLS RPC RFS
RUF RG RSR

Enclosed are two copies of the contractors request for an extension of 30 days to complete the project. This request is based on heavy or above average snow accumulation at the project site, as of May 1, 1985.

I recommend this request be denied and the original contract completion date of June 30, 1985, remain in force.

Enclosed is a copy of the contractors project schedule and a projection of actual work performed which clearly substantiates my basis of denial.

If the contractor had prosecuted the work as per his original intent, the snow accumulation would not have been an issue.

The only significant activity on the project last year, was the clearing and grubbing. The bid item is not completed. He has used three weeks and originally estimated two. I am guessing it will require one week to complete.

The month of October, 1984, was a relatively dry month which would have been conducive to construction activity.

The snow accumulation the contractor refers to as above average is debateable. I have not checked with the weather bureau as I do not feel the snow accumulation is the real issue.

The contractor had his crushing equipment in the same source, of which he currently is moving into. This equipment was moved out September 10th. He has a small amount of materials remaining from the Bugaboo project which will be utilized on the project. It amazes me of the inefficiency of this operation.

W.E. Schwartz -
I concur with Region and P.M. and
recommend that this request be denied.
O. B. Jackmond

✓ O.B. Jackmond -
I concur with Vohland & strongly recommend
denial. KE Husby
6-3-85

25-1367

9870

August 15, 1984

CON 5
#9870

Roy L. Houck Construction Company
2705 Lancaster Drive, NE
Salem, OR 97305

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9870 for work on the North Santiam River-Lava Meadows Road Section of the North Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Enclosure

cc: Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Duane Christensen
Jack Martin

ROY L. HOUCK CONSTRUCTION COMPANY

HEAVY CONSTRUCTION

AN EQUAL OPPORTUNITY EMPLOYER

2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

August 1, 1984

Mr. John Widmer
EEO & Labor Compliance
1158 Chemeketa St.
Salem, OR 97310

Re: N. Santiam River - Lava Lake Meadows
Project Bid July 26, 1984

Dear Sir:

We intend to fulfill the required DBE goals on the above referenced project by subcontracting Item 16 (partial) to Western Mixing Compay at a unit price of $1.50 per square yard for a total of $20,625.

The total amount bid on this contract was $607,828 which makes the total MBE percentage for this contract 3.39 percent.

Very truly yours,

Jim Lambie

Jim Lambie,
Roy L. Houck Construction Company

JEL:slk

cc Western Mixing Co.

RECEIVED
AUG 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Ray [illegible]

SC

9870

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-47(21)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40171

7-3-84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 11 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig w/ att. to 7/12

7. DATE AUTHORIZATION EFFECTIVE 7-3-84

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Secondary 162

10. GENERAL LOCATION:
North Santiam River - Lava Lake Meadows Rd. Section

11. GENERAL DESCRIPTION OF WORK
Grade, Drain and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 6-29-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6-29-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $797,368 Federal Funds $702,879.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

Also, as requested by Mr. Versteeg's letter of 6-26-84 I concur in the use of mandatory disposal sites at M.P. 69.3 (Downey Pit) and at M.P. 80.7 (Santiam Jct Maint yard) as being in the public interest.

14. DATE 7-3-84

15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9870

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
Final Design

DATE: May 8, 1984

FROM: Pete Fidler
Region Location Supervisor

SUBJECT: Mayflower Creek & N. Santiam to Lava Meadows Rd.
N. Santiam Hwy.
Marion & Linn Counties.

I've enclosed a copy of a letter from the Detroit District Ranger giving U. S. Forest Service approval to proceed with the Mayflower Creek scaling and screening projects and the N. Santiam River to Lava Meadows Rd. widening project, with provisions they want included in the contract.

REFERRED TO
Mann .... Henry ....
Cable .... Edwards ....
..... Erikson .... Anderson ....
..... King ..... Bedford ..... Lee .....
Return Discuss Do File Due .....
By FINAL DESIGN ENGINEER

RECEIVED
MAY 8 1984
ROAD DESIGN SECTION

Versteeg
Anderson
✓ Adams
[illegible]enab
Edwards
Terpin
Trout
Wakerlig

6 Copy

Do Not File
Return to
Bring Up ..../..../....
Action

PF:eb
cc: File

81-123-1387

United States
Department of
Agriculture

Forest
Service

Detroit Ranger District
Star Route, Box 320
Mill City, Oregon 97360

Reply To: 1560
Date: April 26, 1984

State Highway Dept.
ATTN: Pete Fidler
2960 E. State Street
Salem, Oregon 97310

Dear Pete:

In accordance with the Memorandum of Understanding the following projects (1) rock scaling on National Forest land in the NW 1/4 of Section 19, T.8S., R.5E and (2) widening of the road between mile points 75.5 and 76.8 are approved subject to the following:

1. Riprap material (if utilized) shall be 6+ inches.
2. Forest Service signs shall be relocated in accordance with specifications.
3. Protect Forest Service location poster (yellow tag on red painted stump).
4. Merchantable timber shall be bucked into log lengths acceptable by local mills and decked where designated by the Forest Service.
5. Slash shall be 100% piled and burned.
6. Waste material shall be hauled to approved sites.
7. State fire laws shall be adhered to.

I'm designating Ray Henderson as the Forest Service field representative for the aforementioned projects.

I've appreciated the cooperation your department and especially Tom Schute have shown to date.

Sincerely,

David F Alexander

DAVID F. ALEXANDER
District Ranger

REGION LOCATION SUPERVISOR
RECEIVED
APR 30 1984
☑ SUPV. ☑ ASS'T ☐ O.M. ☐ CREW

9870

Con 211.6
N. Santiam

RECEIVED
STATE HWY ENGR
MAR 28 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

PROGRAM SECTION
3/28/84
cc: FHWA
State Highway Engineer
Location Unit
Right of Way Sec.
Road Design Sec. (4)
Environmental Sec.
Bridge Sec.
Aeronautics Division
Federal Aid Group
D. O. Christensen, Region 2 Engr
J. L. Gunter, Dist. 4 Engr.

CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: North Santiam River-Parks Creek Road Section

DATE: March 27, 1984 N. SANTIAM HWY LINN CO.

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 340221-056-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

9870 CON 21-6

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-47(20)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40171

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-15-84

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Secondary 162

10. GENERAL LOCATION:

North Santiam River - Parks Creek Road Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION incluidng archeological salvage TEC $28,000 - FF $24,682

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 3-8-84.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

3/29

14. DATE 3-15-84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9870

CON 21-6
N. Santiam

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Date: March 8, 1984

In Reply Refer to
File No.:
PRO 6-2

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
40171	F-47(20)	N. Santiam Riv.-Park Cr. Rd. OR 840221-056-2

CL:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9870

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: March 6, 1984

Duane O. Christensen

FROM: D.O. Christensen
Region 2 Engineer

SUBJECT: Project Name Change

LINN COUNTY

It has been necessary to change the name of this project:

FROM N. Santiam River - Parks Cr Rd

TO N. Santiam River - Lava Lake Meadows Rd

Reason:

USFS changed name of road.

1 Versteeg
2 Anderson
3 Adams A
5 Macnab M
4 Edwards
Terpin
7 Trout
6 Wakerlig

RECEIVED
MAR 9 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering ✓
Traffic
Location

81-125-1387

9870

CON 21-6
N. Santiam

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

PRO
In Reply Refer to
File No.:

Date: February 16, 1984

To: Executive Department
Federal-Aid Coordination Unit

Oregon District 4 Council of
Governments
460 SW Madison #7
Corvallis, OR 97330

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 4
Section: N. Santiam River-Parks Creek Rd. Section
Highway: N. Santiam Hwy., ORE 22
County: Linn

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be April 2, 1984.

JLG:pf
Attachments

bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
D. O. Christensen, Region 2 Engineer
J. L. Gunter, District 4 Engineer
Aeronautics Division
David Powers, Parks
J.L. Gaither

R. N. BOTHMAN
RECEIVED
ASST STATE HWY ENGR
FEB 21 '84
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem 76] ZIP 80] 97310
04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 (503) 49] PHONE [55 378- 56] EXTENSION [59 6564
01	12] PROJECT TITLE [71 N. Santiam River-Parks Creek Rd. Section	
11	12] PROJECT LOCATION—CITY N. Santiam Hwy. ORE 22	PROJECT LOCATION—COUNTY Linn PROJECT LOCATION [79 SEC: 32 T: 12 S R: 7 E

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Construct slow moving vehicle lane to permit passing opportunity. (See [71

07 12] attached Part 3 of Project Prospectus and Location Map). [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$341,000		$45,900			$387,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: 2/16/84

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 April	43] DAY [44 2	45] YEAR [46 1984

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2/16/84 *

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

* Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N. SANTIAM RIVER - PARK CREEK ROAD

REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Some right-of-way may be required to place a passing lane southbound. This right-of-way is in the Willamette National Forest and acquisition may be limited to a Construction Easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No apparent adverse impacts on existing land use.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This project is located on a long, steep grade which slows recreational and heavy vehicles; this, combined with poor horizontal and vertical alignment, restricts passing opportunities.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No apparent impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

This project would remove several conifers and some brush.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The required right-of-way is minor and impacts are not significant.

OTHER DOCUMENTATION

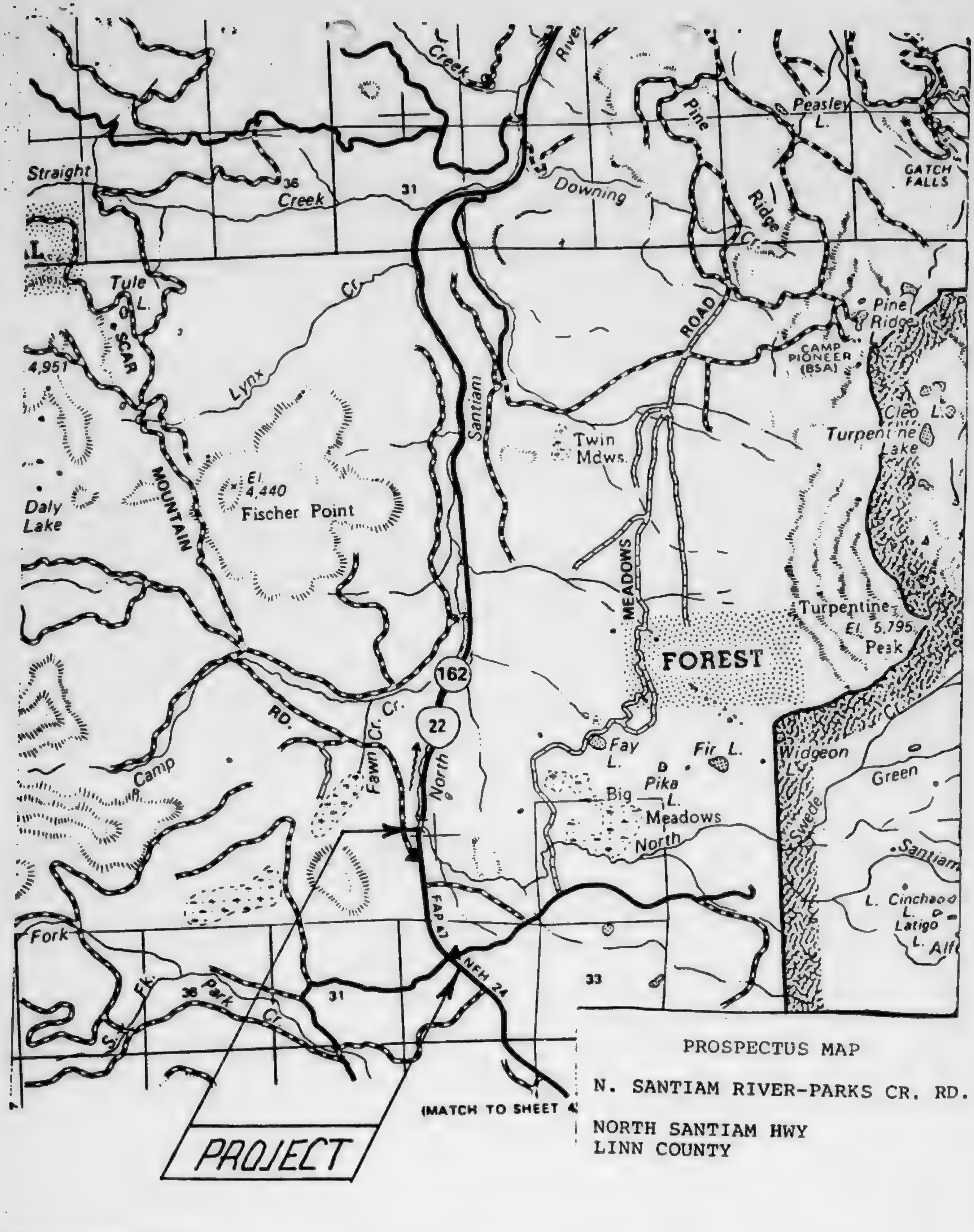
Cultural Resource Investigation
Forest Service Easement
Noise Study Report

PREPARED BY X Michael K. Shultz

TELEPHONE NUMBER 378-2626

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE February 8, 1984

734-1813 (7-82)


Straight
Creek
36
31
Creek
River
Downing
Pine
Ridge
Cr.
Peasley L.
GATCH FALLS
Tule L.
SCAR
4,951
Lynx
Cr.
Santiam
ROAD
Pine Ridge L.
CAMP PIONEER (BSA)
Cleo L.
Turpentine Lake
Twin Mdws.
MOUNTAIN
El. 4,440
Fischer Point
Daly Lake
MEADOWS
Turpentine
El. 5,795
Peak
FOREST
162
22
RD.
Camp
Fawn Cr.
Cr.
North
Fay L.
Fir L.
Pika L.
Big
Meadows
North
Widgeon L.
Swede
Green
Santiam
L. Cinchao L.
Latigo L.
Alf
FAP 47
NFH 24
Fork
Fk.
36
Park
Cr.
31
33
(MATCH TO SHEET 4)
PROJECT

PROSPECTUS MAP

N. SANTIAM RIVER-PARKS CR. RD.

NORTH SANTIAM HWY
LINN COUNTY

9270

CON 21-6

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

LINN Co.

SECTION	N. Santiam River - Parks Creek Road Hwy # 162 North Santiam Hwy
KEY ID#	
REGION	2

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
1	122-1404	2-10-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 13,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		800	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		1,500	950 TRAINING		500
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 28,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for construction of a slow moving vehicle lane. Survey includes retracement of existing R/W centerline.

This prefix will be cancelled when the project is programed for federal funds.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Torgis
3 Trout
Wakeling

RECEIVED
FEB 17 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

PREPARED BY Ronald T. Noble	DATE 2-10-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/17/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 2/13/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

CON 21-6
R. [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

January 27, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
N. Santiam River - Parks Creek Road
North Santiam Highway
Linn County
F-47(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

ENVIRONMENTAL SECTION
February 10, 1984

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

for Richard R. [illegible] 2/8/84
Division Administrator Date
[illegible] Division

cc:
J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Cost & Records Spec.
Surfacing Design
General Files
D. O. Christensen
Mike Shultz
William Fretwell
John Gunter

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
N. SANTIAM RIVER - PARK CREEK ROAD

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

Some right-of-way may be required to place a passing lane southbound. This right-of-way is in the Willamette National Forest and acquisition may be limited to a Construction Easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No apparent adverse impacts on existing land use.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This project is located on a long, steep grade which slows recreational and heavy vehicles; this, combined with poor horizontal and vertical alignment, restricts passing opportunities.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No apparent impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

This project would remove several conifers and some brush.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

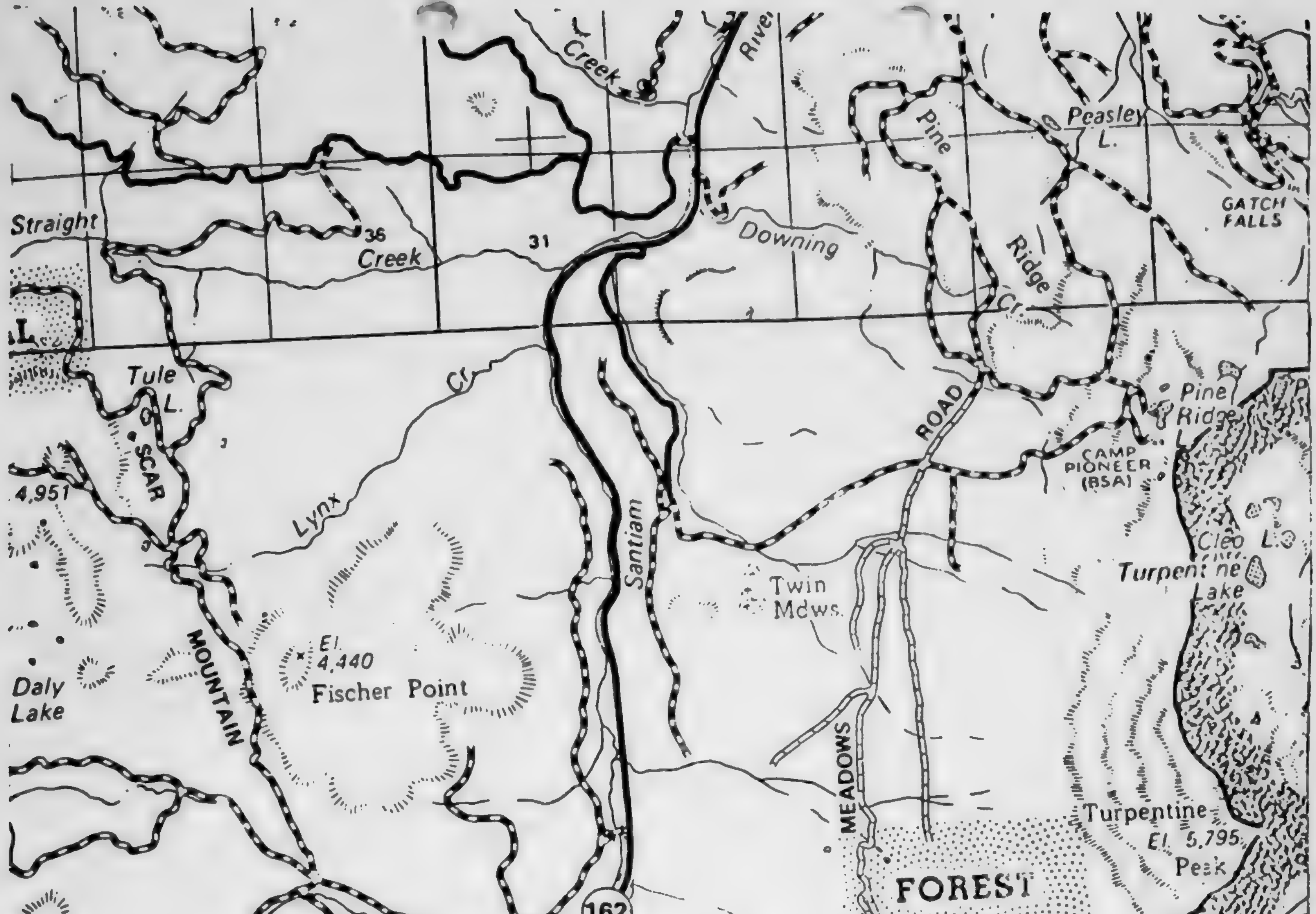
The required right-of-way is minor and impacts are not significant.

OTHER DOCUMENTATION

Cultural Resource Investigation
Forest Service Easement
Noise Study Report

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	February 8, 1984

734-1913 (7-82)


Creek
River
Peasley L.
Pine
Ridge
Cr.
GATCH FALLS
Straight
36
Creek
31
Downing
Santiam
L.
Tule L.
SCAR
ROAD
Pine Ridge L.
CAMP PIONEER (BSA)
4,951
Cr.
Lynx
Twin Mdws.
Cleo L.
Turpentine Lake
El. 4,440
Fischer Point
Daly Lake
MOUNTAIN
MEADOWS
Turpentine El. 5,795 Peak
FOREST
162
22
RD.
Fawn Cr. Cr.
Fay L.
Fir L.
Widgeon L.
Green
Camp
North
Big Pika L.
Meadows
North
Swede
Santiam
L. Cinchao L.
Latigo L.
Alf
FAP 47
Fork
NFH 24
Fk.
36
Park
Cr.
31
33
(MATCH TO SHEET 4
PROJECT

PROSPECTUS MAP

N. SANTIAM RIVER-PARKS CR. RD.

NORTH SANTIAM HWY
LINN COUNTY

9870 162

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Linn. Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02114

SECTION N. Santiam River - ~~Parks Creek Road~~ [illegible] RD

REGION 2

Hwy # 162

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 122 - 1907

DATE 12-16-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 13,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		800	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		1,500	950 TRAINING		500
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$28,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-47(20)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for construction of a slow moving vehicle lane. Survey includes retracement of existing R/W centerline.

1 Versteeg ✓
Anderson
BM 4 Adams Bud
4 Emenab
2 Edwards E
Terpin
3 Trout
4 Wakerlig

RECEIVED
APR 10 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up ..../..../....
Action

PREPARED BY Don Chumtn	DATE 12-16-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE [illegible]
RECOMMENDED, REGION ENGINEER X by [illegible]	DATE 12-19-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 – PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02114

SECTION N. Santiam River – ~~Parks Creek Rd.~~ LAVA MEADOWS RD	REGION 2

STATE HIGHWAY #	HIGHWAY NAME		MILE POST	LENGTH
162	North Santiam		FROM 75.5 TO 76.8	1.3 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Linn	ROAD/STREET NAME	
ROUTE # OR 22	FEDERAL AID # 47	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 26.0	GRADING (✓)	X	FILES (#)	1*
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 244.8		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 13.1				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S*
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S*
40% ENGINEERING & CONTINGENCIES	$ 103.1		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 361.0	WORK TYPE (1-12)	6	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 387.0				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE FA	RECOMMENDED PROGRAM YEAR F.Y. 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	3
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	on paved shldr	same
AVERAGE DAILY TRAFFIC	1,600	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

A long steep grade for southbound traffic slows heavy vehicles. The horizontal and vertical alignment restricts passing opportunities.

PROPOSED SOLUTION

Construct a slow moving vehicle lane to permit passing opportunity. This project is on the draft 6 yr. Highway Improvement Program.

*National Forest Land, construction may require a deed easement.

REQUESTED, REGION ENGINEER by X Phillip O.	DATE 12-19-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: N. Santiam River - ~~Big~~ LAVA Meadows Rd.

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	S
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	~~N~~ S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	~~N~~ S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS		OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

COMPANIES: None

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED: 60	DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-	-	-	-	4	-	-	12	-	12	-	-	4	-	-	-	-
on pvd shldr	-	-	-	4	-	-	12	-	12	12	-	4	-	-	-	on pvd shldr

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" or "C" A.C.	4"				
Aggregate Base	22"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
N. SANTIAM RIVER - ~~PARK CREEK ROAD~~ LAVA MEADOWS RD.

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

Some right-of-way may be required to place a passing lane southbound. This right-of-way is in the Willamette National Forest and acquisition may be limited to a Construction Easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No apparent adverse impacts on existing land use.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This project is located on a long, steep grade which slows recreational and heavy vehicles; this, combined with poor horizontal and vertical alignment, restricts passing opportunities.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No apparent impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

This project would remove several conifers and some brush.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

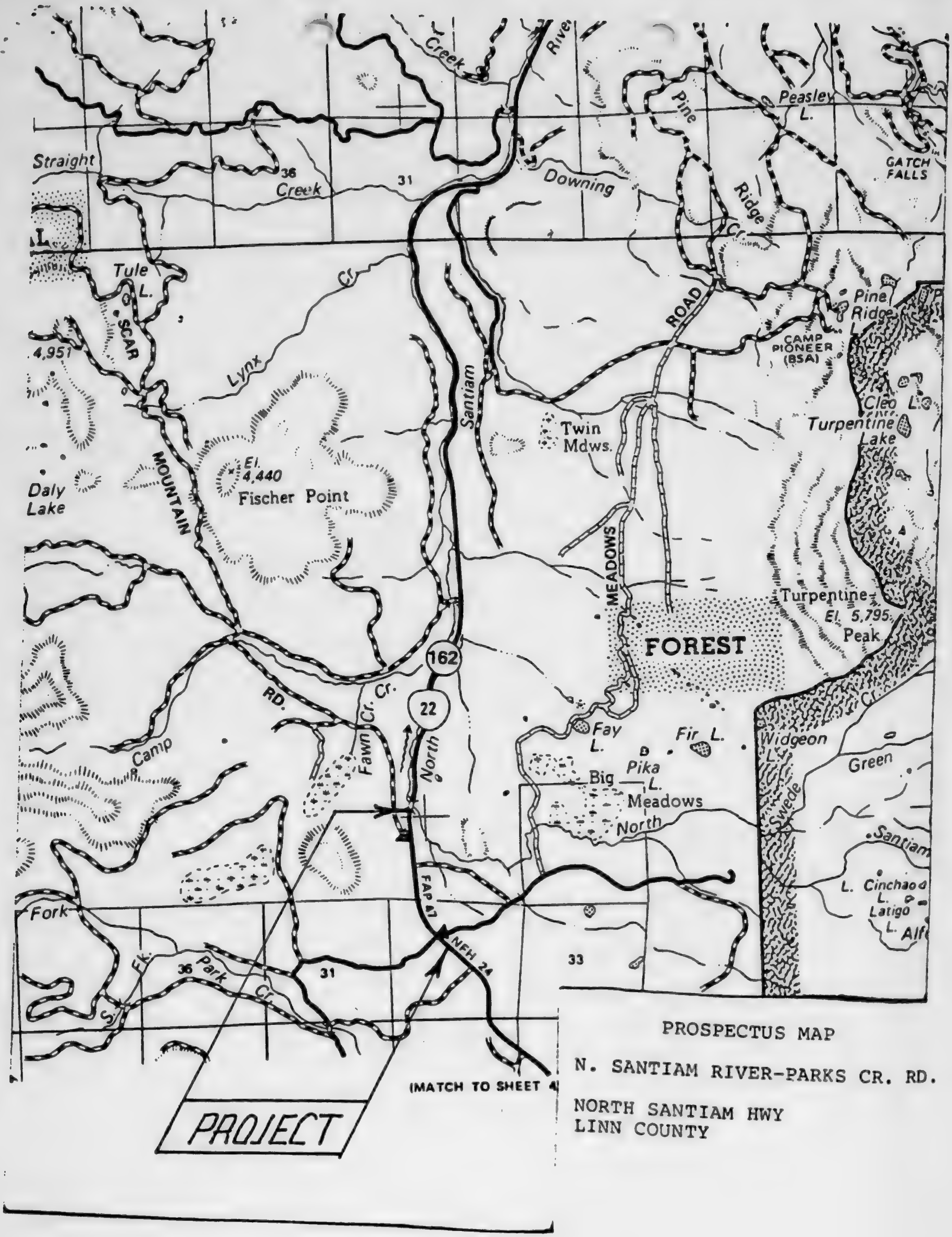
The required right-of-way is minor and impacts are not significant.

OTHER DOCUMENTATION

Cultural Resource Investigation
Forest Service Easement
Noise Study Report

PREPARED BY X Michael K. Shultz	**TELEPHONE NUMBER** 378-2626	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE** February 8, 1984

734-1913 (7-82)


Creek
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Tule L.
Cr.
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Cleo L.
Turpentine Lake
El. 4,440
Fischer Point
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Meadows
North
Swede
Santiam
FAP 47
L. Cinchao L.
Latigo L.
Alfe
Fork
Fk.
36
Park
Cr.
31
NFH 24
33
(MATCH TO SHEET 4
PROJECT

PROSPECTUS MAP

N. SANTIAM RIVER-PARKS CR. RD.

NORTH SANTIAM HWY
LINN COUNTY

1984 FAU Streets (Lebanon) Sec, 9871
Oak & Second Streets.
(gr, pav)

9871

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 5, 1988

In Reply Refer to
File No.:

City of Lebanon
925 Main Street
PO Box 247
Lebanon, OR 97355

RE: Project Name: City Street Improvements
Federal Aid No.: M0000(59) and M0000(66)
Pool Account No.: 4251

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $220.03 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Janice Henry
Janice Henry, Manager
Billings, Research, and Revenue

JH/AH/dat

cc: Oregon State Treasurer
Local Government Investment Pool

Form 734-3122 (1-87)

9871

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 15, 1988

CITY: Lebanon AGREEMENT NO: 7971 PROJECT NO: M-0000(59)(66)

CONTRACT NO: 9871 SECTION: City Street Improvements

PRELIMINARY ENGINEERING (M-0000(59) PREFIX NO. 322-1927):

Project Manager	$ 55.07
Work by City	3,889.84
Final Design	854.66
R/W Liaison	8.37
Audit Services	174.50
Location	3.30
Program Section	286.50
Specifications	1,083.44
Administrative Services	35.40
R/W-Utility Engineer	70.21
TOTAL PE COST	$ 6,461.29

CONSTRUCTION (M-0000(66) PREFIX NO. 322-1026 & C09871):

Payment to Contractor	$ 172,257.44
Interest on Final Payment (Non-Partic.)	207.27
SFO #2 Signing of Truck Route Detours	441.21
SFO #4 Reconstruct Manhole	375.03
SFO #5 Replace Traffic Signal Conduits	3,599.50
Construction Engineering	1,841.68
Work by City	13,068.25
Program Section	36.45
Final Design	26.47
Specifications	3.50
Materials Testing	514.62
Technical Services	4.71
Construction Section	649.70
Region Office Expense	602.91
Audit Expense	593.59
TOTAL CONSTRUCTION COST	$ 194,222.33

SUMMARY:

TOTAL PE COST	$ 6,461.29
TOTAL CONST. COST	194,222.33
TOTAL PROJECT COST	$ 200,683.62
Less Federal Funds:	
PE	(5,695.63)
CONST.	(171,024.28)
BALANCE	$ 23,963.71

Less State Share:	
PE = $6,461.29-$5,695.63 = $765.66 ÷ 2 =	(382.83)
CONST. = ($194,222.33-$207.27)-$171,024.28 = $22,990.78 ÷ 2 =	(11,495.39)
CITY SHARE	$ 12,085.49
Less Credit for P.E. by City	(230.47)
Less Credit for Const. by City	(775.05)
Less P.E. Advance Deposit (8-16-84)	(180.00)
Less Const. Advance Deposit (8-16-84)	(11,120.00)
REFUND DUE CITY	$ 220.03

GEZ:bkw

cc: Diane Galida
Rick Sjolander
LPG Files

ROBERT E. FRANZ JR.
ATTORNEY AT LAW
P. O. BOX 10733
EUGENE, OREGON 97440

TELEPHONE
(503) 683-9512

June 22, 1987

Mr. Jim Martin
Graham Miller, Inc.
10940 N.E. 33rd Place
Suite 103
Bellevue, WA 98004

Assured : Ross Brothers Construction
D/L : 2-02-85
Claimant: Harold Hadden

Dear Mr. Martin:

As you know, the above entitled matter came on for trial in the Circuit Court For Umatilla County, in Pendleton, Oregon, on June 16, 1987. After a two day trial, the jury of five men and seven women returned a verdict in favor of the plaintiff, and against the State of Oregon and Ross Bros. for the amount of $10,120.

As you know, this lawsuit was initially filed against the State of Oregon and Ross Bros., contending that we were negligent in failing to properly maintain access for the plaintiff's business, during construction of the road that ran in front of his place of business. Because some of the allegations of negligence referred to the conduct of subcontractors Cushing Brothers and Wildhorse Contracting, we filed a third party complaint on behalf of Ross Bros. against Wildhorse and Cushing Brothers, contending that if anyone was negligent, Cushing or Wildhorse were negligent.

In March of this year all of the defendants, including the third party defendants, made a serious attempt to settle this case. All of us felt that the jury would probably award the plaintiff some amount of money. It was our feeling that the jury would not really be too concerned whether or not any of the defendants were negligent; rather, because the plaintiff did suffer access problems during construction, and those problems did cause him to lose some business, we felt that the jury would only feel it was fair that the plaintiff received some compensation.

Settlement negotiations ended with the plaintiff making a "bottom line" offer to settle the case for $45,000. At that point, between the various defendants, and as you and I discussed, we probably were willing to pay something in the area of $15,000 to $20,000. However, because the plaintiff's final demand was so high, the case could not be settled.

To summarize the problems faced by the plaintiff, the construction of the road in front of the plaintiff's business commenced on March 21, 1985, and ended in July of 1985. After July of 1985, further construction took place on the highway adjoining the one that ran in front of the plaintiff's business, and two bridges were built by Ross Bros. This later construction, although not interfering directly with the access of plaintiff, did cause substantial traffic backup, and in effect did prevent some people from going into the plaintiff's grocery store.

It was always our contention that any damages suffered by the plaintiff should have been limited to the period of time that his access was impaired, or actually denied. This would have been from the period commencing in March of 1985, and ending in July of 1985. The plaintiff kept taking the position that he was entitled to compensation for the entire two year period of construction.

A review of the plaintiff's financial records disclosed that in 1984, prior to construction, the plaintiff had a net profit of $31,650. For the year 1985, the year of construction in front of his business, the plaintiff's net profits dropped to $11,410. Then, for the year 1986, when construction was being performed on the highway connecting to the one that runs in front of plaintiff's business, the plaintiff's net profit was the sum of $24,000.

The plaintiff sought two types of damages in this case. First, he sought lost profits for the years 1985, and 1986. To calculate these lost profits, the plaintiff assumed year 1984 was a standard year. He then subtracted the net profit he made in 1985 from the net profit he made in 1984; and did the same thing for the year 1986. This came to a figure of $27,890.

The plaintiff then, contending that he had to lower his prices in 1985 to attract customers, added the sum of $900, he alleged loss in profit from markup. This came to a total figure of lost profits for the years 1985 and 1986 in the amount of $36,890.

Second, the plaintiff contended that his business had depreciated in value from the loss of customers. At trial, he produced an expert witness, a local real estate appraiser, who testified that in addition to lost profits, the plaintiff incurred damages in the amount of $150,000, the diminished value of his business resulting from the loss of old and potential customers.

Simply stated, the plaintiff's expert testified that the plaintiff's business, prior to construction and as of January 1, 1985, had a resale value of $293,000. However, after two years of construction, and as of January 1, 1987, the plaintiff's business only had a resale value of

$143,000. The expert thus concluded that the plaintiff had been damaged in the sum of $150,000. Thus, the total amount of damages submitted to the jury was the sum of $186,890.

Of course, we objected to both the calculations of lost profits and the submission of the two types of damages to the jury. It is my opinion that only the issue of lost profits should have gone to the jury, because there was not a permanent taking of the plaintiff's business. It is my opinion that the submission of diminished fair market value to the jury was reversible error. Had the jury awarded any amount for such damages, we would have been able to have obtained a reversal of that award on appeal.

In addition, during the trial, the court allowed the introduction of the complete contract between Ross Bros. and the State of Oregon. This contract contained provisions stating that the contractor (Ross Bros.) was totally responsible for all acts of the subcontractors. The introduction of this part of the contact was objected to, and it is my opinion, that the court committed reversible error in submitting the contract to the jury.

In essence, the court directed a verdict for the plaintiff with the submission of those contract provisions. It is my opinion that we could appeal this case at this time, and obtain a retrial because of the introduction of those provision of the contract. However, because of the amount of the verdict, it would not be wise to appeal this matter. The cost of appeal would exceed the jury verdict.

Finally, we entered this trial with a high possibility of obtaining a directed verdict. Discovery showed that the plaintiff did not own the access involved in this lawsuit. The access actually sat in the state right-of-way, and the property adjoining the access is owned by the State of Oregon. The plaintiff's property abuts the piece of property owned by the State of Oregon.

It was our position that because the plaintiff's property did not abuts the state highway, he did not have a right of access. Discovery also showed that the plaintiff did have a permit to build an approach road to the state highway. However, the plaintiff's attorney never did discover this fact. Thus, it was our position that the plaintiff did not have a common law right of access to the highway, and that we were entitled to a directed verdict.

In addition, it was our position that because of denial of access, or interference with access, was conducted pursuant to a legitimate state highway project, the state and its contractors could not be held responsible for any interference.

The court denied our motion for directed verdict, simple stating that before construction, the plaintiff had access, and no one ever told him he did not have access, nor did the state ever take that access from him prior to the construction. The court further held that any negligent interference with that access would constitute a valid claim against the State or the contractor.

It is my opinion that the court's decision on this matter was wrong, and that we could obtain a reversal of that decision on appeal. However, again, the cost of appealing the matter would exceed the verdict, and it is my recommendation that the case not be appealed.

Prior to the day of trial, I made the decision to dismiss the third party complaint against both third party defendants. As we discussed over the telephone, we thought it would be in the best interest of all parties to have one attorney handle the defense of this matter, in order to avoid fighting amongst the defendants. It was also felt that our best chance of succeeding would be on the theory that the plaintiff did not have access. Thus, Cushing Brothers and Wildhorse were dismissed, with prejudice, from this lawsuit. In exchange for the dismissal against Wildhorse, Wildhorse has paid to us the sum of $2,500.

The jury obviously "bought" our argument that the most the plaintiff should be compensated for were damages he incurred between March of 1985 and July of 1985; that is, between the start of construction in front of his store, and the ending of construction in front of his store. The jury rejected the plaintiff's argument that he was damaged the entire two years of construction.

The jury also disregarded the plaintiff's expert's testimony, and completely accepted our position that the calculations by the expert were simply incorrect, and not supported by "common sense".

Based upon the fact that the jury returned a verdict for $10,120, it can now be determined what the jury did. As indicated to you above, the net profit for the plaintiff's business in 1984, the year prior to construction, was in the amount of $31,650. The net profit of the store in 1985, the year of construction in front of his store, was $11,410. If you subtract the net profit made in 1985, from the net profit made in 1984, you arrive at a figure of $20,240.

Obviously, the jury took this figure of $20,240 and divided it by two ($20,240/2 = $10,120). The jury concluded that the defendants were only responsible for only one-half of the loss of net profits for 1985. The jury probably assumed that half of the decrease in lost profits incurred by the plaintiff during 1985 resulted from the approximate one-half year of construction in front of his business.

It is my opinion that the jury did an excellent job in listening to the evidence, and arriving at the damage figure, in light of the decisions and instructions given to it by the judge. There is no doubt that the plaintiff suffered loss of business during construction.

There, perhaps, could have been different things done by the various contractors (such as providing a temporary paved access as opposed to a temporary gravel access) to alleviate the situation, however, it does appear to me that none of the contractors, including the State, were negligent in this matter. This is simply a case where the jury was not really too concerned about whether or not anyone was negligent; they merely felt that the plaintiff was damaged; he should not have been damaged; and they wanted to compensate him for that damage. In other words, I feel that the jury simply looked at this case as an attempt to provide plaintiff with a recovery of damages he suffered during construction, and to require the defendants to pay for those damages "as a part of their construction costs."

We got tremendous support in the defense of this matter from both Ross Bros. and the State of Oregon. As you know, the project superintendent on this case, Larry Smith, no longer works for Ross Bros., and in fact there is currently litigation pending between Ross Bros. and Mr. Smith. Mr. Smith refused to cooperate with us prior to trial, and refused to attend the trial without a subpoena. We were also informed that if he was called to testify, he would not be favorable to our position, and would not help us. Thus, we elected not to have a represented from Ross Bros. at the trial.

Instead, we decided to have the regional engineer, Tom Penner, and the chief inspector, Ken Norton, serve as our main witnesses at the trial. Mr. Penner and Mr. Norton did an excellent job on our behalf, and because of their manner of testimony, completely eliminated any "hard feelings" the jury could have against us. The demeanor and testimony of both Penner and Norton helped the jury understand the situation, and basically forced them to be reasonable in this matter.

As stated above, I do not really think that the jury found anyone negligent. It was obvious to me that Mr. Penner and Mr. Norton both handled the construction project in this matter in a non-negligent manner. In considering the problems that Ross Bros. has had with Larry Smith, and the problems that everyone had with Mr. Smith on the job, both Mr. Penner, Mr. Norton, and the remaining members of Ross Bros. are to be congratulated for handling the construction as well as it was handled.

I would ask that you send to me, immediately, a draft made payable to me in the amount of $10,120. I will then deposit that draft into my trust account, and pay the judgment once. When I receive the contribution from Wildhorse in the amount of $2,500, that amount will be reimbursed to you. You should note that the actual judgment to be entered against us will exceed the sum of $10,120, because we will also be responsible for paying the two day trial fees (approximately $360) and subpoena fees for the various witnesses (approximately $100). The difference in the draft that you send to me, and the amount required for the cost, will be taken out of the contribution by Wildhorse.

It is imperative that I receive a draft from you as soon as possible. Obviously, Mr. Hadden was very upset with the verdict. He probably actually lost money by pursuing this matter. Thus, he is going to demand his money right away, and if the payment of money is not made immediately, you can be rest assured that he will require us to pay interest on any outstanding judgment. Thus, in order to avoid any further problems with Mr. Hadden, would you please issue the draft to me immediately.

Thank you for your help on this matter.

Sincerely yours,

Robert E. Franz Jr.

REF:tlf

cc: ✓Robert A. Petersen
Steve Ross
Tom Penner

9871 **(ORIGINAL)** 322-1026 C09871

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-7-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capital Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 7-3-84
TO 6-9-87

FEDERAL AID PROJECT NO.
M-0000(66)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
W32	$194,222.33	$194,015.06	.8815	$171,024.28	$171,024.28	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SELECTED FAU STREETS (LEBANON) SECTION CITY STREETS LINN COUNTY					
	Construction Type Code 1000 Roadway (Oak St. Sta. 12+59 to Sta. 19+49 & Sta. 23+86 to Sta. 27+44) (Second St. Sta. 0+45 to Sta. 13+47)					
	Final Contract Payment Summary	Lump Sum			$ 172,257.44	
SFO#2	Signing of truck route detours (City of Lebanon)	All Required			441.21	
SFO#4	Reconstruct manhole (City of Lebanon)	All Required			375.03	
SFO#5	Replace traffic signal conduits (State)	All Required			3,599.50	
	TOTAL PARTICIPATING CONSTRUCTION COST				$ 176,673.18	
	Construction Engineering					
	Work by City of Lebanon	All Required			$ 13,068.25	
	State	All Required			3,680.04	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 16,748.29	
	Misc. Project Cost					
	Audit Expense	All Required			$ 593.59	
	TOTAL PARTICIPATING PROJECT COST				$ 194,015.06	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 207.27	
	TOTAL PROJECT COST				$ 194,222.33	
	Paid City of lebanon - 2,306.00	AMOUNT CARRIED FOR		D		

★ U.S. Government Printing Office: 198[illegible]

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PAGE     3

                      JOB COST SUMMARY RUN ON  01-06-88
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 01/01/88
                                                 CREW   MSA           CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--        ------ -------- ---------- ------ -----        -------        ----------
C09871    000    010      001        0811                                   14.55
C09871    000    010      001        0813                                   53.03
C09871    000    010      001        0821                                  171.53
OBJ-DETAIL 001                                                             239.11

ACTIVITY   010                                                             239.11 SUBTOTAL CONST. SECTION ✓

C09871    000    901      504        7300                                   12.25
C09871    000    901      504        7363                                   14.22
OBJ-DETAIL 504                                                              26.47

ACTIVITY   901                                                              26.47 SUBTOTAL FINAL DESIGN ✓

C09871    000    940      001        8221                                   20.49
OBJ-DETAIL 001                                                              20.49

ACTIVITY   940                                                              20.49 SUBTOTAL MATERIALS TESTING ✓

SUB-JOB    000 SUBTOTAL                                                    286.07

C09871    001             349        0100                                  207.27
OBJ-DETAIL 349                                                             207.27

ACTIVITY                                                                   207.27 SUBTOTAL INTEREST ✓

SUB-JOB    001 SUBTOTAL                                                    207.27

C09871    010                                                              775.52 ***
C09871    010                        0521                                1,551.04 ***
C09871    010                        2000                               -2,326.56 ***
OBJ-DETAIL

ACTIVITY                                                                          SUBTOTAL

SUB-JOB    010 SUBTOTAL

C09871    011                        2000                              189,885.52 ***
OBJ-DETAIL                                                             189,885.52

C09871    011             300        2200                                 -188.35
OBJ-DETAIL 300                                                            -188.35  PAY CONT. ✓

C09871    011             341        0523                 -7.45           ~~-7.45~~  PAY LOCAL GOVT. ✓
                                                                            -7.92

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  01-06-88
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 01/01/88

                                            CREW   MSA           CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD           MONTH           DATE
--          ------ -------- ----------  ------ -----           -------        ----------
OBJ-DETAIL 341                                                   -7.45             ~~-7.45~~

C09871     011              598         2060 Reg 2                                -12.80
OBJ-DETAIL 598                                                                    -12.80 ~~REGION 2 OFFICE~~  Pay Loc. Govt. ✓

ACTIVITY                                                         -7.45         189,676.92 SUBTOTAL

C09871     011     050      001         0500                                      593.59
OBJ-DETAIL 001                                                                    593.59

ACTIVITY    050                                                                   593.59 SUBTOTAL AUDIT ✓

C09871     011     199      598         2000   SF05                             1,458.95
OBJ-DETAIL 598                                                                  1,458.95

ACTIVITY    199                                                                 1,458.95 SUBTOTAL SFO*5 ✓

SUB-JOB     011 SUBTOTAL                                         -7.45         191,729.46

EA          C09871 TOTAL                                         -7.45         192,222.80


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          JUNE 1985         PAGE  329
                                                                                  FISCAL            GRAND TOTAL      ACTIVE YRS
        DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE        TO DATE         BEG   END
                                   322     1017     270  01 P 1                     116.40CR          75,192.70       83    84
                                   322     1017     270  02 P 1                                        3,758.30       84    84
                                   322     1017     296  00 N 9                   7,146.50CR          74,880.68CR     83    85
                                   322     1017     298  00 N 9                   7,146.50            74,880.68       83    85
                                   322     1017     900  03 P 1                                        3,379.12       83    84
                                   322     1017     915  00 P 1        2.01CR       510.13               779.66       84    85
                                   322     1017     920  00 P 1                                           39.19       83    84
                                   322     1017     948  00 P 1         .03CR         7.81                49.75       83    85
                                                    TOT  P1            2.04CR     7,932.46            83,198.72
                                                 ** JOB TOTALS **      2.04CR**   7,932.46 **         83,198.72 **

  SPTC XNG-GRANT ST-LEBANON     CONT NO        FA PROJ NOS RRP 000S037 100                                          STATE
                                   322     1018     205  01 P 1                     553.62CR           2,388.92CR     84    85
                                   322     1018     270  01 P 1                  11,072.50            47,778.49       84    85
                                   322     1018     296  00 N 9    1,690.40CR    12,690.11CR          44,216.01CR     84    85
                                   322     1018     298  00 N 9    1,690.40      12,690.11            44,216.01       84    85
                                   322     1018     900  02 P 1      284.04       3,769.23             3,901.24       84    85
                                   322     1018     915  00 P 1         .20CR        43.38                43.38       85    85
                                   322     1018     920  00 P 1                                           18.18       84    84
                                   322     1018     948  00 P 1         .04CR         8.55                23.73       84    85
                                                    TOT  P1          283.80      14,340.04            49,376.10
                                                 ** JOB TOTALS **    283.80 **   14,340.04 **         49,376.10 **

  SELECTED FAU STS(LEBANON)     CONT NO 9871   FA PROJ NOS M    0000066 100                                         STATE
                                   322     1026     201  00 P 1 Pay Cont.       172,445.79           172,445.79 ✓     84    85
                                   322     1026     204  00 P 1 Ret. Perc. Credits  2,000.00CR         2,000.00CR     84    85
                                   322     1026     220  04 P 1 SFO#4               375.03               375.03 ✓     85    85
                                   322     1026     270  02 P 1 SFO# 2  441.21      441.21               441.21 ✓     85    85
                                   322     1026     270  05 P 1 " #5 2,140.55     2,140.55             2,140.55 ✓     85    85
                                   322     1026     294  00 N 1 Loc. Match 11.71CR 775.52CR         ~~775.52CR~~ 775.52  84    85
                                   322     1026     296  00 N 9 Tr. St. 1,044.64CR 165,939.70CR     165,939.70CR     84    85
                                   322     1026     298  00 N 9 " Fed 1,044.64  165,939.70           165,939.70       84    85
                                   322     1026     900  00 P 1 Const. Engr.  6.51  1,755.59           1,755.59 ✓     84    85
                                   322     1026     903  00 P 1 Pay Loc. Govt 197.60  13,088.97       13,088.97 ✓     84    85
                                   322     1026 900 ~~904~~  00 P 1 ~~Consult Fees~~      10.79           10.79 ✓     84    84
                                   322     1026     920  00 P 1 Prog. Sec.    .17CR     36.45                36.45 ✓     84    85
                                   322     1026     921  00 P 1 Specs.                   3.50                 3.50 ✓     84    84
                                   322     1026     940  00 P 1 Salem Lab   32.13      494.13               494.13 ✓     84    85
                                   322     1026     944  00 P 1 Tech. Serv.              4.71                 4.71 ✓     84    84
                                   322     1026     945  00 P 1 Const.     1.86CR      410.59               410.59 ✓     85    85
                                   322     1026     946  00 P 1 Reg. Off   2.41CR      602.91               602.91 ✓     84    85
                                   322     1026     948  00 P 1 Gen Const Eng 10.07     75.30                75.30 ✓     84    85
                                                    TOT  P1         2,823.63    189,885.52           189,885.52
                                                    TOT  N1            11.71CR      775.52CR             775.52CR
                                                 ** JOB TOTALS **   2,811.92 **  189,110.00 **        189,110.00 **

  SPRR XING 2ND-W SHERMAN       CONT NO        FA PROJ NOS RPP 000S014 100                                          STATE
                                   322     1090     205  01 P 1    2,048.73CR     2,048.73CR           3,728.88CR     83    85
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13,088.97
-12.80
-7.45
.72

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                                              OREGON DEPARTMENT OF TRANSPORTATION
                                                JOB COST SUMMARY BY EA/SUBJOB
                                                       AS OF 11/30/87

02  HIGHWAY DIVISION

C09560  -000      MILL ST-5TH ST(SPRFLD)                 EA TYPE  :   03  RECONSTRUCTION ON EXISTING ROUTE
  EA STATUS: 04   PROJECT IN CONSTRUCTION PHASE          RESP UNIT: 8020  PROJECT MANAGER-8020-REGION          TOTAL:  GRAND

                                                                                     TOTAL-       PCT OF
                                                        BUDGET      CURRENT MONTH    TO-DATE      BUDGET     ENCUMBRANCE
 EXPENDITURES

   EXPENDITURES BY ACTIVITY
     ACT: 010  SUPERVISION AND ADMINISTRATION                                           110.78
     ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                      372.40
     ACT: 901  PROJECT ENGINEERING-CONSULTANT                                           644.47
     ACT: 920  PROJECT PROGRAMMING                                                       40.22
     ACT: 940  MATERIALS TESTING                                                        141.54
   TOTAL EXPENDITURES BY ACTIVITY                                                     1,309.41

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT        TITLE        OBJ        DESC
     0521 BILLINGS, REVENUE  555 HIGHWAY DIVISION                                         3.44

 TOTAL EXPENDITURES                                                                   1,312.85

 REVENUES

   843000  FEDERAL REVENUES AS OTHER FUNDS
     32  FEDERAL AID - URBAN SYSTEMS                                                     50.35

 TOTAL REVENUES                                                                          50.35
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REPORT FMRP224-1                                                                                     PAGE 10,863

                                          OREGON DEPARTMENT OF TRANSPORTATION
                                            JOB COST SUMMARY BY EA/SUBJOB
                                                  AS OF 11/30/87

02  HIGHWAY DIVISION

C09560  -001     MILL ST-5TH ST(SPRFLD)                    EA TYPE   :   05  RECONSTRUCTION ON EXISTING ROUTE
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE             RESP UNIT: 8020  PROJECT MANAGER-8020-REGION          TOTAL:  GRAND

                                                                                         TOTAL-        PCT OF
                                                          BUDGET        CURRENT MONTH    TO-DATE       BUDGET     ENCUMBRANCE
  EXPENDITURES

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT         TITLE        OBJ        DESC
     2100 DISTRICT MAINTENAN 349 INTEREST ON VENDO                                        316.61

  TOTAL EXPENDITURES                                                                      316.61
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OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 11/30/87

02 HIGHWAY DIVISION

C09560 -010 MILL ST-5TH ST(SPRFLD) EA TYPE : 05 RECONSTRUCTION ON EXISTING ROUTE
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE RESP UNIT: 8020 PROJECT MANAGER-8020-REGION

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	TOTAL ENCUMBRANCE	GRAND
EXPENDITURES						
PRIOR TO JULY 1, 1985 EXPENDITURES			703.17			
TOTAL EXPENDITURES			703.17			

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REPORT FMRP224-1                                                                                  PAGE 10,865

                                              OREGON DEPARTMENT OF TRANSPORTATION
                                                 JOB COST SUMMARY BY EA/SUBJOB
                                                        AS OF 11/30/87

02  HIGHWAY DIVISION

C0[illegible]560  -011      MILL ST-5TH ST(SPRFLD)                   EA TYPE   :   05  RECONSTRUCTION ON EXISTING ROUTE
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE                RESP UNIT: 8020  PROJECT MANAGER-8020-REGION            TOTAL:  GRAND


                                                                                        TOTAL-        PCT OF
                                                        BUDGET        CURRENT MONTH     TO-DATE       BUDGET      ENCUMBRANCE
 EXPENDITURES

   PRIOR TO JULY 1, 1985
     EXPENDITURES                                                                       735,334.49
 TOTAL EXPENDITURES                                                                     735,334.49
 REVENUES

   PRIOR TO JULY 1, 1985
     REVENUES                                                                           690,323.03

   843000  FEDERAL REVENUES AS OTHER FUNDS
      32  FEDERAL AID - URBAN SYSTEMS                                                     3,747.41
 TOTAL REVENUES                                                                         694,070.44
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OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 11/30/87

02 HIGHWAY DIVISION

C09560 -080 MILL ST-5TH ST(SPRFLD)
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE

EA TYPE : 05 RECONSTRUCTION ON EXISTING ROUTE
RESP UNIT: 8020 PROJECT MANAGER-8020-REGION

TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
PRIOR TO JULY 1, 1985 EXPENDITURES			.13		
TOTAL EXPENDITURES			.13		

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REPORT FMRP224-1                                                                                  PAGE 10,867

                                      OREGON DEPARTMENT OF TRANSPORTATION
                                         JOB COST SUMMARY BY EA/SUBJOB
                                               AS OF 11/30/87

02  HIGHWAY DIVISION

C09500  -081     MILL ST-5TH ST(SPRFLD)              EA TYPE   :   05  RECONSTRUCTION ON EXISTING ROUTE
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE       RESP UNIT: 8020  PROJECT MANAGER-8020-REGION        TOTAL:  GRAND


                                                                                TOTAL-       PCT OF
                                         BUDGET       CURRENT MONTH            TO-DATE       BUDGET      ENCUMBRANCE
 EXPENDITURES

   PRIOR TO JULY 1, 1985
     EXPENDITURES
                                                                             45,438.75
 TOTAL EXPENDITURES
                                                                             45,438.75
 REVENUES

   PRIOR TO JULY 1, 1985
     REVENUES
                                                                             40,054.26
   843000  FEDERAL REVENUES AS OTHER FUNDS
     32  FEDERAL AID - URBAN SYSTEMS
                                                                                  4.02
 TOTAL REVENUES
                                                                             40,058.28
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REPORT FMRP224-1
                                                                                         PAGE 10,868
                                      OREGON DEPARTMENT OF TRANSPORTATION
                                         JOB COST SUMMARY BY EA/SUBJOB
                                               AS OF 11/30/87
02  HIGHWAY DIVISION

C09560  -          MILL ST-5TH ST(SPRFLD)                  EA TYPE   :   05  RECONSTRUCTION ON EXISTING ROUTE
  EA STATUS: 04   PROJECT IN CONSTRUCTION PHASE            RESP UNIT: 8020  PROJECT MANAGER-8020-REGION            TOTAL:  GRAND


                                                   BUDGET      CURRENT MONTH      TOTAL-        PCT OF
 EXPENDITURES                                                                    TO-DATE        BUDGET      ENCUMBRANCE

    PRIOR TO JULY 1, 1985
      EXPENDITURES
                                                                                781,476.54
    EXPENDITURES BY ACTIVITY
      ACT: 010  SUPERVISION AND ADMINISTRATION
      ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                 110.78
      ACT: 901  PROJECT ENGINEERING-CONSULTANT                                      372.40
      ACT: 920  PROJECT PROGRAMMING                                                 644.47
      ACT: 940  MATERIALS TESTING                                                    40.22
    TOTAL EXPENDITURES BY ACTIVITY                                                  141.54
                                                                                  1,309.41
    NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
      UNIT        TITLE        OBJ         DESC
      0521 BILLINGS, REVENUE  555 HIGHWAY DIVISION
      2100 DISTRICT MAINTENAN 349 INTEREST ON VENDO                                   3.44
    TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                    316.61
                                                                                    320.05
 TOTAL EXPENDITURES
                                                                                783,106.00
 REVENUES

   PRIOR TO JULY 1, 1985
     REVENUES
                                                                                730,377.29
   843000  FEDERAL REVENUES AS OTHER FUNDS
     32  FEDERAL AID - URBAN SYSTEMS
                                                                                  3,801.78
 TOTAL REVENUES
                                                                                734,179.07
```

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 6/2/87	REPORT MADE BY D. B. Carter, Area Engineer dbc		PROJECT NO. M-0000(66)
COMPLETION DATE (Actual) 10/31/84	ACCEPTANCE DATE BY CONRTACT AGENCY 8/28/85	TIME ELAPSED 100 %	CONTRACT TIME S.C.D. 10/31/84

LOCATION

Selected FAU Streets within the City of Lebaonon, Linn County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SELECTED FAU STREETS (LEBANON) SECTION
CITY STREETS
Grading and Paving

This project provided for the reconstruction and paving of selected city streets and the construction of sidewalk ramps. The FAU routes are 5425 (Second St.) and 5500 (Maple St.).

The final cost of the original contract bid items was $170,276.42 or a 2.3 percent underrun of the original contract bid amount of $174,210. The final cost of the project including all engineering and changes was $191,714.23. A copy of the Statement of Overruns and Underruns is attached to the Division Office copy of this report.

All participating work has been completed.

All signing and striping is complete.

A final inspection of the project was made on November 21, 1984.

- DBC -

RECEIVED
STATE HWY ENGR
JUN 9'87
REFER TO Fredrickson
FOR
Info Inves. R/W D K Sign Act File

cg
6/16

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 6/5/87	TITLE District Engineer	DATE 6/9/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9871

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
7-154

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

US Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-16-86

State
Oregon

County
Linn

Project Number
M-0000(66)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 23, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 200,638.00	$ 193,838.00
Federal funds	$ 176,862.00	$ 170,868.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout

for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 11, 1986

Gen File

FEDERAL AID PROJECT NO. M-0000(66)

SELECTED FAU STREETS (LEBANON) SECTION
CITY STREETS
LINN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (OAK ST. STA. 12+59 TO 19+49 &
STA. 23+86 TO 27+44) (SECOND ST. STA. 0+45 TO 13+47)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	$ 18.00	430	$ 7,740.00	103.50	$ 1,863.00
					$ 1,863.00

Subtotal	$ 1,863.00
Decrease	$ 5,877.00
Subtotal from estimate of Aug. 21, 1984	176,210.00
Subtotal	$170,333.00
Engineering	22,865.00
Total	$193,198.00

Length of Project	0.446 mi.
Cost of Roadway Per Mile	$433,179.37

RETAIN IN RESERVE

Truck Detour	All Required	$ 640.00

SUMMARY OF FUNDS

Description	Appn Code	PRO Rata	Total Cost	Federal Funds	State Funds	City Funds
Roadway	W32	88.15	$ 193,198.00	$ 170,304.00	$ 11,447.00	$ 11,447.00
Reserve	W32	88.15	640.00	564.00	38.00	38.00
Total			$ 193,838.00	$ 170,868.00	$ 11,485.00	$ 11,485.00

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09871
Prefix No. C322-1927 (P.E.)
Prefix No. C322-1026
DDB:bkb

.9871

STATE COPY

TO BE COMPLETED BY FHWA

8-259

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

STATE: OREGON

COUNTY: LINN

PROJECT NO.: M-0000(66)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Streets - Selected FAU Streets (Lebanon) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-3-84	0.446
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 198,638	FEDERAL FUNDS 176,862 $ ~~175,099~~

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG 23 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 21, 1984

FEDERAL AID PROJECT NO. M-0000(66)

SELECTED FAU STREETS (LEBANON) SECTION
CITY STREETS
LINN COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Oak St. Sta. 12+59 to Sta. 19+49 & Sta. 23+86 to Sta. 27+44)
(Second St. Sta. 0+45 to Sta. 13+47)

Mobilization	Lump Sum	All	--	$ 6,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All		2,000.00
Temporary Signs	Sq. Ft.	220	8.00	1,760.00
Temporary Barricades	Each	36	80.00	2,880.00
Flaggers	Hour	430	18.00	7,740.00
Removal of Structures and Obstructions	Lump Sum	All	--	9,200.00
Concrete Sawing	Lin. Ft.	135	3.00	~~105.00~~ 405.00
Pavement Cutting	Lin. Ft.	1,160	1.00	1,160.00
General Excavation	Cu. Yd.	2,900	4.00	11,600.00
Overexcavation	Cu. Yd.	60	10.00	600.00
Furnishing and Placing Topsoil	Cu. Yd.	10	50.00	500.00
1 1/2"-0 Aggregate Base	Ton	347	9.00	3,123.00
3/4"-0 Aggregate Base	Ton	250	11.00	2,750.00
Cement Treated Base Mixture	Ton	3,075	12.00	3~~2~~6,900.00
Portland Cement in CTB Mixture	Ton	157	85.00	13,345.00
Class "B", Class "C" and Class "D" Asphalt Concrete	Ton	1,477	36.20	53,467.40
Clean and Seal Cracks	Lin. Ft.	3,500	0.75	2,625.00
Reinforcing Fabric	Sq. Yd.	250	8.00	2,000.00
Concrete Walks	Sq. Yd.	260	13.00	3,380.00
Concrete Driveways	Sq. Yd.	76	16.00	1,216.00
Concrete Curbs	Lin. Ft.	1,146	6.60	7,563.60
Extra for Asphalt Approaches	Each	7	285.00	1,995.00
Adjusting Manholes	Each	6	200.00	1,200.00
Reconstructing Catch Basins	Each	1	300.00	300.00
				$174,210.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,000.00
	SUBTOTAL	$176,210.00
	Engineering	23,788.00
	TOTAL	$19~~7~~,998.00 9

Length of Project --------------- 0.446 mile
Cost of Roadway Per Mile -------- $443,941.70

RETAIN IN RESERVE

Truck Detour	All Required	$ 640.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	9 $19~~7~~,998.00	176,298 ~~$174,535.00~~	11,850 ~~$11,731.00~~	11,850 ~~$11,732.00~~
Reserve	640.00	564.00	38.00	38.00
TOTAL	~~$198,638.00~~ 200,638	~~$175,099.00~~ 176,862	~~$11,769.00~~ 11,888	~~$11,770.00~~ 11,888

Group 1: 100%; Group 8: 0%
Contract No. 9871
Prefix: 322-1927 P.E.
Prefix: 322-1026

CL:pf

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-0000(66)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40039

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE May 2, 1985

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Selected FAU Streets (Lebanon) Section

11. GENERAL DESCRIPTION OF WORK

Replace two traffic signal conduits

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5-2-85 as requested in Mr. Fredrickson's letter of 12-12-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $2,762.90; Federal Funds $2,435.00.

14. DATE 12/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

11-14-85 N

Pat -

This response handled by telephone. Region 1 was contacted and paperwork is due in this office today. Boehler was so advised, and my staff has been told to get on this project as soon as the information reaches us. I discussed the problems we have with this process and how we're trying to speed it up. He was very understanding, but hopes we can, in fact, shorten the time span on future jobs.

Chuck -

RECEIVED
STATE HWY ENGR
NOV 15 '85
REFER TO
Review
FOR

Info	Notes	R/D	D/R	Sign	Act	File
✓						

North Santiam Paving Co.

October 28, 1985

City of Lebanon
925 Main Street
Lebanon, Oregon 97355

Attn: Fred Bouma

RE: Selected FAU Streets - Oregon State Highway Contract No. 9871
322-1026 August 16, 1984 - Completion October, 1984

Gentlemen:

Regarding the Contract Payment Vouchers (monthly pay estimates) for Items #014 and #015, Cement Treated Base and Portland Cement in CTB mixture, the following is submitted:

Totals on these items were sent to us in Estimate #3 of 11/14/84 and again in Estimate #4 of 5/7/85. On the basis of these totals, payment was remitted to our Subcontractor, Morse Bros., in full (#014 CTB 2,943.49 tons and #015 Portland Cement 148.88 tons). Again, both vouchers stated these totals with the latter noted as "4 semi final".

On or about September 9, 1985 we received the "Final" Contractors Certificate for Contract No. 9871. With this we find a new Voucher/Pay Estimate with a deduction on Item 015, Portland Cement in CTB Mixture at 145.75 tons, a deduction of 3.12 tons.

This amounts to several hundred dollars of "overpayment" to our Subcontractor. We find it difficult to believe the City of Lebanon and OSHD needs a 10 month period to figure out a simple calculation for this pay item. Almost a full year after completion of the project. Especially when all items are paid for by the ton. We have and are now involved in many Government projects; Federal, State, Muncipal, County and we cannot remember ever having such an untimely, delayed process as this project has been on a final.

We believe someone needs to take action and be more responsive to the Contractor so as to prevent this unnecessary delay in processing the final estimate(s). As a starter the State and City (or other public agencies) could follow up on the paper work submitted or requested by the Contractor. This appears to be one of the major obstacles on this contract, causing delays whereas the Contractor was unaware of any problem.

When the Contractor submits various certifications, requests, etc., they have no way of knowing if incorrect (or missing) unless the Owner/Agency responds. This should be done in a more timely manner. Several times on this project, duplicate

City of Lebanon
FAU Streets - OSHD Contract #9871

certifications on materials had to be re-submitted after weeks or months had elasped. Whether misplaced or lost is immaterial - the State apparently waiting for the City to forward them, the City seemingly unaware of any further paper needed (see City letter of 4/30/85, request for release of retainage) and the Contractor left "holding the bag" !

In the future, any projects involving several agencies may have to be considered by the Contractor as an additional risk and possible higher bids may result.

Sincerely

Ron R. Bochsler
Construction Manager

cc: Don Jordan, OSHD Region Liaison Specialist
James P. Shine, OSHD Final Estimates Checker
Robert W. Gormsen, OSHD Commission Services
Jim Berning, City of Lebanon

RRB/ldb

P71 .

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

NOTED
W. E. SCHWARTZ

November 14, 1985

In Reply Refer to
File No.:

Mr. Ron R. Boehsler
North Santiam Paving Co.
41203 Kingston-Lyons Dr.
Stayton, OR 97383

RE: Selected FAU Streets (Lebanon)
Contract No. 9871
Final Payment

This is in response to your October 28, 1985, letter concerning the length of time required to make the final estimate and payment under this contract.

I am sure that you are aware of the fact that final contract payment on a public improvement contract must be fully supported and documented. This takes a certain amount of time and effort by the public agency and the contractor. The amount of time required to final the above project does appear to have been excessive, and certainly longer than we would like to see. The third notification on this project (date when the contractor completed all contract obligations, including paperwork) was February 12, 1985. The final warrant for this project was issued on November 1, 1985, and included interest for a period of 232 days. I assure you that this is not normal for a Highway Division contract. We have reviewed the events on this project and find that the final estimate was delayed in several different areas of processing and checking. We have taken steps to avoid such delays in the future.

The interest paid to a contractor due to late payment does take some of the sting out of a delayed payment. The Division realizes that interest payment does not solve the problem of late final payment. We have give the matter considerable thought and have reviewed and revised our final estimate processing procedures in an effort to minimize delays in final contract payments. We, and the contractors, must realize that the final estimate checking process is a detailed check and does require time to complete. We will continue our efforts to reduce the time required as much as possible.

RECEIVED
STAT.. HWY ENGR
NOV 19 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

C. O. Fredrickson, P.E.
Construction Engineer

COF:OBJ:kjm
cc: ✓W. E. Schwartz
William Anhorn
Fred Bouma, City of Lebanon

11145k

N

North Santiam Paving Co.

RECEIVED
STATE HWY ENGR
NOV 1 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☑	☐	☐	☑	☐	☐	☐

cy
11/5

October 28, 1985

City of Lebanon
925 Main Street
Lebanon, Oregon 97355

Attn: Fred Bouma

RE: Selected FAU Streets - Oregon State Highway Contract No. 9871
322-1026 August 16, 1984 - Completion October, 1984

Gentlemen:

Regarding the Contract Payment Vouchers (monthly pay estimates) for Items #014 and #015, Cement Treated Base and Portland Cement in CTB mixture, the following is submitted:

Totals on these items were sent to us in Estimate #3 of 11/14/84 and again in Estimate #4 of 5/7/85. On the basis of these totals, payment was remitted to our Subcontractor, Morse Bros., in full (#014 CTB 2,943.49 tons and #015 Portland Cement 148.88 tons). Again, both vouchers stated these totals with the latter noted as "4 semi final".

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This amounts to several hundred dollars of "overpayment" to our Subcontractor. We find it difficult to believe the City of Lebanon and OSHD needs a 10 month period to figure out a simple calculation for this pay item. Almost a full year after completion of the project. Especially when all items are paid for by the ton. We have and are now involved in many Government projects; Federal, State, Muncipal, County and we cannot remember ever having such an untimely, delayed process as this project has been on a final.

We believe someone needs to take action and be more responsive to the Contractor so as to prevent this unnecessary delay in processing the final estimate(s). As a starter the State and City (or other public agencies) could follow up on the paper work submitted or requested by the Contractor. This appears to be one of the major obstacles on this contract, causing delays whereas the Contractor was unaware of any problem.

When the Contractor submits various certifications, requests, etc., they have no way of knowing if incorrect (or missing) unless the Owner/Agency responds. This should be done in a more timely manner. Several times on this project, duplicate

41203 Kingston-Lyons Drive • P. O. Box 516 • Stayton, Oregon 97383 • (503) 769-3436
PAVING • ROAD CONSTRUCTION • GRADING • TRUCKING • ROCKING

certifications on materials had to be re-submitted after weeks or months had elasped. Whether misplaced or lost is immaterial - the State apparently waiting for the City to forward them, the City seemingly unaware of any further paper needed (see City letter of 4/30/85, request for release of retainage) and the Contractor left "holding the bag" !

In the future, any projects involving several agencies may have to be considered by the Contractor as an additional risk and possible higher bids may result.

Sincerely

Ron R. Bochsler
Construction Manager

cc: Don Jordan, OSHD Region Liaison Specialist
James P. Shine, OSHD Final Estimates Checker
Robert W. Gormsen, OSHD Commission Services
Jim Berning, City of Lebanon

RRB/ldb

copies to
Jan Peterson
Ed Hunter
Chuck Frederickson

RECEIVED
OCT 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9871

October 24, 1985

The Federal Insurance Company
Bonding Department
720 Olive Way
Seattle, WA 98101

CON 5
#9871

On September 6, 1985, we wrote to you concerning release of final payment on Contract No. 9871 awarded to North Santiam Paving Company for work on Selected FAU Streets in Lebanon, Linn County.

Final payment on this contract is $1,811.65 and the total contract amount is $172,257.44. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: North Santiam Paving Company
P.O. Box 516
Stayton, OR 97383

Federal Insurance Company
15 Mountain View Road
Warren, NJ 07060

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD
10-24-85 ac

9871

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: August 28, 1985

FROM: Wendell E Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9871, On Site Work Substantially Completed October 31, 1984

All Work Completed February 12, 1985

Project Selected FAU Streets (Lebanon)

Highway City Streets

County Linn

Type of Work Grading and Paving

Contractor North Santiam Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted RWGormsen

9-6-85 - surety letter written (ac)

RECEIVED
AUG 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-0000(66)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40039

RECEIVED
STATE HWY ENGR
FEB 26 '85
REFER TO
Potter
FOR

Info	Invs	R/D	D/R	Sign	Act	File

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/27/84

8. FEDERAL ROUTE NUMBER
Various FAU Routes

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Selected FAU Streets (Lebanon) Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install signs for truck route detour

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/27/84 as requested in Mr. Fredrickson's letter of 2/15/85 as being cost effective for the use of City of Lebanon forces to proceed with the above work. State Force Order No. 2 representing work to be performed by City of Lebanon is approved for a TEC of $441.21; Federal Funds $389.

14. DATE
2/25/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. H

16. TITLE
for Division Administrator

FORM PR-1240 (Rev 12-79) PREVIOUS EDITIONS MAY BE USED

9271

(ORIGINAL)

322-1927

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITAL BUILDING, SALEM, OR 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 10-20-83
TO 7-2-84

FEDERAL AID PROJECT NO.
M-0000(59)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$6,230.82	$6,461.29	.8815	$5,695.63	$5,695.63	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON

DATE
12-12-84

SIGNATURE OF AUTHORIZED OFFICIAL
CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	CITY STREETS IMPROVEMENTS (LEBANON) SECTION CITY STREETS IN LINN COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$2,396.95	
	WORK BY CITY OF LEBANON	ALL REQUIRED			3,889.84	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$6,286.79	
	MISC PROJECT COST					
	AUDIT EXPENSE	ALL REQUIRED			$ 174.50	
	TOTAL PARTICIPATING PROJECT COST				$6,461.29	
	NON PARTICIPATING PROJECT COST					
	CITY OF LEBANON SHARE OF PROJECT COST	ALL REQUIRED			(230.47)	
	TOTAL PROJECT COST				$6,230.82	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 12-13-84.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                          JANUARY 1985        PAGE  905
                                                                     FISCAL          GRAND TOTAL
     DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE     TO DATE

 BNRR @ GEARY & WATER ST       CONT NO        FA PROJ NOS RRS 2925001 100                                   STATE
                                  322   1917      296      00 N 9                      50.38CR        94.47CR
                                  322   1917      298      00 N 9                      50.38          94.47
                                  322   1917      905      00 P 1                       4.25          87.58
                                  322   1917      920      00 P 1                                     17.39
                                                  TOT      P1                           4.25         104.97
                                            ** JOB TOTALS **               **           4.25  **     104.97  **

 SPTC @ TANGENT DR(TANGNT)     CONT NO        FA PROJ NOS RRS 000S016 100                                   STATE
                                  322   1919      296      00 N 9         31.36CR     135.48CR       135.48CR
                                  322   1919      298      00 N 9         31.36       135.48         135.48
                                  322   1919      905      00 P 1                       4.25         115.69
                                  322   1919      920      00 P 1                      34.84          34.84
                                                  TOT      P1                          39.09         150.53
                                            ** JOB TOTALS **               **          39.09  **     150.53  **

 SELECTED FAU STS (LEBANON)    CONT NO      * FA PROJ NOS M   0000059 100                                   STATE
                                  322   1927      294      00 N 1 Local Match           4.00CR       230.47CR
                                  322   1927      295      00 N 9 Tr. City            141.44         141.44
                                  322   1927      296      00 N 9 "   St.           2,032.75CR     5,837.07CR
                                  322   1927      298      00 N 9 "  Fed            1,891.31       5,695.63
                                  322   1927      901      00 P 1 Proj. Mgr.            9.91          55.07
                                  322   1927      903      00 P 1 Pay Loc. Govt        67.56       3,889.84
                                  322   1927      905      00 P 1 Fin. Des.           448.90         854.66
                                  322   1927      913      00 P 1 R/w Liaison           8.37           8.37
                                  322   1927      915      00 P 1 Audit               174.50         174.50
                                  322   1927      918      00 P 1 Location                             3.30
                                  322   1927      920      00 P 1 Prog. Sec.          175.50         286.50
                                  322   1927      921      00 P 1 Specs.              820.48       1,083.44
                                  322   1927      922      00 P 1 Adm. Serv.           25.56          35.40
                                  322   1927      932      00 P 1 R/W-Utility Engr.    70.21          70.21
                                                  TOT      P1                       1,800.99       6,461.29
                                                  TOT      N1                           4.00CR       230.47CR
                                            ** JOB TOTALS **               **       1,796.99  **   6,230.82  **

 PACIFIC BLVD-SANT HWY (ALBANY CONT NO      * FA PROJ NOS M   2955001 100                                   STATE
                                  322   1944      295      00 N 9                   1,042.99       3,706.07
                                  322   1944      296      00 N 9                   1,042.99CR    47,867.98CR
                                  322   1944      298      00 N 9                                 44,161.91
                                  322   1944      901      00 P 1                                 12,430.05
                                  322   1944      901      00 N 1                                     33.66
                                  322   1944      902      00 P 1                                    390.90
                                  322   1944      903      00 P 1                                    518.03
                                  322   1944      905      00 P 1                                 10,829.82
                                  322   1944      906      00 P 1                                      1.10
```

801
BILLING NUMBER 31

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

02/14/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
320-1915	1#	BROS-2003-003 APPR-117	3,987.66	4,993.58	4,984.58	80.00	3,987.66	3,987.66		
320-1916	1	RRP -000S-049 APPR-139	1,800.00			90.00				
320-1936	1#	RRS -1255-001 APPR-138	472.58	667.20	525.09	90.00	472.58	472.58		
320-1946	1	RRP -1355-001 APPR-139	7,785.00	9,233.94	9,104.49	90.00	8,194.04	7,785.00	409.04 B	
320-1947	1	M -0000-012 APPR-W32	47,240.00	53,579.45	53,579.45	88.15	47,230.29	47,230.29		
320-1949	1#	M -1145-001 APPR-W32	17,887.67	23,470.20	23,450.01	76.28	17,887.67	17,887.67		
320-1951	1#	M -1140-001 APPR-W32	75,781.72	86,330.35	85,969.05	88.15	75,781.72	75,781.72		
320-1957	1	RRP -000S-030 APPR-139	1,800.00	443.47	443.47	90.00	399.12	399.12		
320-1962	1	M -000C-014 APPR-W32	154,262.00	136,752.75	136,752.75	88.15	120,547.56	120,547.55		
	9			6,447.36						
320-1962		PREFIX TOTALS	154,262.00	143,200.11	136,752.75		120,547.55	120,547.56		
320-1979	1#	M -1090-001 APPR-W32	6,302.27	7,371.64	7,345.30	85.80	6,302.27	6,302.27		
320-1986	1	M -0000-034 APPR-W32	14,382.00	16,161.05	16,161.05	88.18	14,250.81	14,250.81		
320-1994	1#	M -0000-035 APPR-W32	3,205.86	3,205.86	3,635.59	88.18	3,205.86	3,205.86		
321-1909	1	PMS -000S-113 APPR-140	10,500.00	6,212.69	6,212.69	100.00	6,212.69	6,212.69		
321-1995	1#	M -6[illegible]0-001 APPR-W32	6,057.00	6,871.24	6,871.24	88.15	6,057.00	6,057.00		
321-1996	1#	M -6[illegible]5-001 APPR-W32	4,010.56	4,551.70	4,549.70	88.15	4,010.56	4,010.56		
322-1913	1	RRP -000S-052 APPR-139	1,800.00			90.00				
322-1914	1	RRP -000S-051 APPR-139	1,800.00			90.00				
322-1915	1	RRP -000S-053 APPR-139	1,800.00			90.00				
322-1917	1	RRS -2925-001 APPR-138	1,800.00	104.97	104.97	90.00	94.47	94.47		
322-1919	1	RRS -000S-016 APPR-138	1,800.00	150.53	150.53	90.00	135.48	135.48		
322-1927	1#	M -0000-059 APPR-W32	5,695.63	6,230.82	6,461.29	88.15	5,695.63	5,695.63		
322-1944	1#	M -2955-001 APPR-W32	44,161.91	51,522.41	51,470.76	85.80	44,161.91	44,161.91		
322-1966	1#	RRS -A465-001 APPR-138	646.63	718.48	718.48	90.00	646.63	646.63		
322-1969	1	RRP -000S-014 APPR-139	180.00	58.85	58.85	90.00	52.97	52.97		

9871

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	M-0000(66)
2. STATE PROJECT NO.	See Below
2A. COUNTY NAME	Linn
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	40039

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/11/84	Various FAU Routes	City Streets

10. GENERAL LOCATION:

Selected FAU Streets (Lebanon) Section

11. GENERAL DESCRIPTION OF WORK

Repair traffic signal controller and pedestrian signal conduits

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/11/84 as requested in Mr. Fredrickson's letter of 11/2/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $951; Federal Funds $838.

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/27

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/26/84	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: LEBANON

WEEK ENDING: October 20, 1984

SECTION PREFIX: 322-1026

HIGHWAY: CITY STREETS

COUNTY: LINN

NAME OF JOB: SELECTED FAU STREETS

KIND OF WORK: GRADING & PAVING

CONTRACTOR: NORTH SANTIAM PAVING CO.

CONTRACT NUMBER: 9871

FEDERAL AID PROJECT NUMBER: M0000(66)

DATE OF CONTRACT: August 16, 1984

DATE WORK STARTED: AUGUST 23, 1984

ESTIMATED COMPLETION DATE: OCTOBER 31, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

WORK DAYS USED

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: OCTOBER 31, 1984

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $ 200,724.75

EXCLUSIVE OF ENGINEERING: $ 184,808.25

ENGINEERING AUTHORIZATION: $ 15,916.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.5

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 181,100.00

ENGINEERING COST TO DATE: $ 5,167.12

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97.9

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2 %

PERCENT OF AUTHORIZATION: 32 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	CTB SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.20	0.20			0.45
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	0.20	0.20			0.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2960 c.v.	3075 t.			1477 t.
TOTAL QUANTITIES CORRECTED TO DATE	2733	2944			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2733	2944			1531
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	-0-	-0-	
MONDAY	Rain	1	-0-	
TUESDAY	Rain	1	-0-	
WEDNESDAY	Clearing	1	-0-	
THURSDAY	Dry	1	-0-	
FRIDAY	Rain	1	-0-	
SATURDAY	Dry	-0-	-0-	

RECEIVED
OCT 29 1984
CONSTRUCTION SECTION
CE F CAE ..... IS ..... TC ....
COE ..... CM ..... SA ..... CC .....
CA ..... FE .....
CAH ..... MA ✓
CP ..... QCS .....
EEO ..... FILE .....

B

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO ACTIVITY
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Minor replacement of defective concrete work should wrap up construction.

SIGNED Fred R Bouma LOCATION Lebanon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-0000(66)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40039

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/5/84

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Selected FAU Streets (Lebanon) Section

11. GENERAL DESCRIPTION OF WORK

Reconstruct manhole

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/5/84 as requested in Mr. Fredrickson's letter received 9/26/84 as being cost effective for the use of City of Lebanon forces to proceed with the above work. State Force Order No. 4 representing work to be performed by City of Lebanon is approved for a TEC of $375; Federal Funds $331.

RECEIVED
STATE HWY ENGR
OCT 8 '84
REFER TO Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

14. DATE 10/5/84

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7871

July 27, [illegible]

Mr. James D. Thompson
City Administrator
City of Lebanon
925 Main Street
P.O. Box 247
Lebanon, OR [illegible]

Dear Mr. Thompson:

On July 26, 1984 we received a satisfactory bid from North Santiam Paving, Co. of Stayton for the selected FAU streets project.

The City share of the construction cost based on their bid is as follows:

Contractor's Bid		$174,[illegible]0.00
Anticipated Additional Items:		
Permanent Pavement Striping	[illegible]	
Truck Detour	[illegible]	2,[illegible]0.00
SUBTOTAL		$176,650.00
Contingencies (4 1/2%)		7,958.25
Engineering (by City (see [illegible])		0.00
TOTAL CONST. COST (less Const. Engr.)		$184,[illegible].25
Preliminary Engineering by State		[illegible]
TOTAL FOR COMPUTING CITY ADVANCE DEPOSIT		$187,508.25

CITY SHARE & ADVANCE DEPOSIT: 6% of $187,508.25 = $11,250.50
(Rounded) $11,300

Please submit your deposit of $11,300, which should arrive no later than August [illegible], 1984, using one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

8-16-84
Rec'd 11,300
LGIP

GAP:pt
Attachment

bcc w/att [illegible]: [illegible], Region 2
V. E. Skoog-Please return completed AD #84-86
when deposit is received.

9871

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-0000(66)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM Dale E. Wilken, Division Administrator

4. PROGRAM NO.

5. ITEM NO. 40039

7-3-84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT HWY ENGR
JUL 11 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig att 7/12

7. DATE AUTHORIZATION EFFECTIVE 7-3-84

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Selected FAU Street (Lebanon) Section

11. GENERAL DESCRIPTION OF WORK

Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as in your "PS&E" Estimate dated 6-26-84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6-29-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $201,707 Federal Funds $177,804.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 7-3-84

15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9871

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 22, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40039
Project No. M-0000 (66)
Selected FAU Streets (Lebanon) Sec.
City Streets in Lebanon
Linn County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 26, 1984.

DRH:me
Attachments
cc: D.O. Christensen
General Files
Gary Zehner W/Att.

6 D

Form 734-3122

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTMEN
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

6-22-84

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) City Streets (Lebanon) 21 65	ADT	PRESENT	FUTURE - - - - (66) (70)	YEAR - - (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr. Dr. & H-T Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) M- 14 20	NUMBER 0000	SEQ. NO. (66)

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Linn			CODE 043 (14) (16)	PR
	NAME OF URBAN AREA 17-31 Lebanon	ROUTE NO. U	FEDERAL-AID Various *	STATE (52) City Street (56)	U.S. (57) - - (61)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS City	CHA PRO (Ful
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE								
5					ROW								
5					CONST (CODE) I000	(03)	"Selected FAU Streets (Lebanon) Sec."	0.446	205,000	180,700	12, 150	12,150	

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.446	205,000	180,700	12,150	12,150	
1	14	PROGRAM APPROVAL DATES 10-1-83			(10) (23)	(24) (33)	REMARKS		

Additional Data: Item No. 40039; Projec
M-0000(59).

* See Back for FAU No.'s

Key #01980

USCOMM DU

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-22-84

PROJECT LOCATION (45 typewriter spaces) (20) 21: City Streets (Lebanon) 55

ADT PRESENT:
FUTURE (66): - - - - (70)
YEAR (71): - - (72)
REGION: 10
STATE NAME: Oregon
STATE CODE: 41
APPN CODE: W32
ITEM NO.: 40039

ROPOSED WORK (35 typewriter: H-T Pave 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)

PROJECT NUMBER
PREFIX LETTER(S): M-
NUMBER: 0000
SEQ. NO.: (66)
I. Projects Only
POST MI. | DESIG.

AL FUNDS: ban System
AREA: banon

COUNTY NAME: Linn
CODE: 043
PROGRAM STAGE: ☐ 1 or ☐ 2

ROUTE NO. U
FEDERAL-AID: Various *
STATE: City Street
U.S.: - -

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
	PE								
	ROW								
	CONST (CODE) I000	(03)	"Selected FAU Streets (Lebanon) Sec."	0.446	205,000	180,700	12, 150	12,150	
	ARED BY DRH		PROJECT TOTALS	0.446	205,000	180,700	12,150	12,150	

RAM APPROVAL DATES: 10-1-83

REMARKS
Additional Data: Item No. 40039; Project No. M-0000(59).

* See Back for FAU No.'s

USCOMM DUSCOMM-DC 48005-P61

Selected FAU Streets (Lebanon) Sec.

Remarks continued:

Project Data: Work under this project consists of 1) grade, drain and H-T pave on Oak Street to provide a basic two lane curbed facility with parking on bothsides; 2) overlay Second Street with H-T pave with spot base improvement as shown on plans; 3) construct sidewalk ramps as indicated; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Street	FAU	Plan Sheet No.	Length
Second St. -- Rose St. - Grant St.	5425	5	0.247
Oak St. -- Main St. - Park St.	5500	3	0.068
Oak St. -- Fourth St.-Second St.	5500	4	0.131

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7962 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-4-83.

Note: 1) This project is in Congressional District No. 4.
2) Included in 6 YR HIP on page 114.

Section Selected FAU Streets (Lebanon) Programming Estimate $ 250,100

Highway ______ Project Length 0.45

7821

County Linn Completion Time Oct 31, 1984

Kind of Work Grading & Paving Est. Comp. Date ______

Prefix 322-1927 Letting Date July 26, 84 Project No. M-0000(6)

Rec'd 6/20/84 @ 1:15 PM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 175,151.75

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 2640
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Truck Detour	640	
Adjust Utilities:		

Subtotal $ 177,791.75

Contingencies (4-1/2%) 8,000.63

Engineering (8, [✓ 9,] 10%) 16,001.37

Subtotal $ 201,793.65

Credit for ______ . . . . ______

Estimated Net Authorization, Construction . . . . $ 201,793.65

APPROVED cc: Phil Stearns

Rec'd.
6-20-84
OK
G

______
Road Design Engineer

Rev. 11/81

SUMMARY—BID SCHEDULE—COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Selected FAU Streets (Lebanon) Sec.	COUNTY Linn	SHEET 1	OF
KIND OF WORK Grading & Paving	KEY NUMBER	LENGTH	DATE 6/11/84
			NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	6-13-84 7-26 84					
	Mobilization		All	All	—	13,000.—
	Temporary Protection and Direction of Traffic		All	All	—	1,270 —
	Temporary Signs		Sq.Ft.	220	4^{50}	990.
	Temporary Barricades, Type II		Each	18	50—	900
	Temporary Barricades, Type III Lighted		Each	18	100	1800
	Flaggers		Hour	430	17	7310
	Roadwork					
	Removal of Structures and Obstructions		All	All	—	1600
	Concrete Sawing		Lin.Ft.	135	1.85	249^{75}
	Pavement Cutting		Lin.Ft.	1,160	.50	580
	General Excavation		Cu.Yd.	2,900	7.75	22475
	Overexcavation		Cu.yd.	60	15	900
	~~Finishing Roadbed and Slopes~~			~~All~~		
	Furnishing and Placing Topsoil		Cu.Yd.	10	20	200
	1½"-0 Aggregate Base		Ton	347	9.50	3296^{50}
	¾"-0 Aggregate Base		Ton	250	9.50	2375 —
	Cement Treated Base Mixture		Ton	3,075	11.70	35,977^{50}
	Portland Cement in CTB Mixture		Ton	157	75	11,775 —

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Selected FAU Streets (Lebanon) Sec.
COUNTY Linn
SHEET 2 OF
KIND OF WORK Grading and Paving
KEY NUMBER
LENGTH
DATE 6/11/84
NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Class "B", Class "C" and Class "D" Asphalt Concrete		Ton	1,477	32 –	47,264
	clean and seal Cracks		Lin. Ft.	3,500	0.70	2450
	Reinforcing Fabric		Sq. Yd.	250	3.50	875
	Concrete Walks		Sq. Yd.	260	16	4,160
	Concrete Driveways		Sq. Yd.	76	24	1824
	Concrete Curbs		Lin. Ft.	1,146	10	11,460
	Extra for Asphalt Approaches		Each	7	150	1,050 –
	Adjusting Manholes		Each	6	130	780 –
	Reconstructing ~~[illegible]~~ Catch Basins		Each	1	590	590 –
						175,101 75

734-1736 (REV. 2-84)

:9871.

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Frank Terpin
LOCATION ENGINEER

DATE: May 16, 1984

FROM: Phillip O. Stearns Phil
REGION 2 FEDERAL AID SPECIALIST

SUBJECT: City Streets (Lebanon) Section
Linn County

322-1927

Herewith are the mylars, cost estimate, and a letter from the City.

The plans and estimate have been adjusted per our previous review.

POS/rgb

attch.

6-8-84
City wants July 26, 1984
bid letting says Phil Stearns.
G

RECEIVED
MAY 17 1984
LOCATION SECTION

Orig. Est.: $230,000
Type Funds: FAUS
Field Est. $174,064
Let Date: Prgm Yr. 84

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 29 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

81-123-1387

LEBANON CITY HALL
925 MAIN STREET, P.O. BOX 247
LEBANON, OREGON 97355
(503) 258-3185
ADMINISTRATION • FINANCE • COMMUNITY DEVELOPMENT

May 11, 1984

Phillip O. Stearns
Region Federal Aid Specialist
Department of Transportation
Highway Division
2960 E. State St.
Salem, OR 97310

RE: Prefix 322-1927

Dear Mr. Stearns:

Please find attached a revised construction estimate for the referenced project. Where Mr. Adams disagreed with pricing, I've adopted his figures. Where he questioned quantities, I rechecked my calculations and revised if necessary - often not in the same direction as he suggested.

Under separate cover I am forwarding the mylar originals of the plans. In addition to the revisions requested in Adams to Stearns memo dated April 13, 1983, I've added wheelchair ramp construction at the Second and Grant intersection.

Our goal, if possible, is construction later this season. We would very much appreciate your assistance in forwarding the plans through the proper channels. If I may be of any assistance, please don't hesitate to contact me.

Sincerely,

Fred R. Bouma
Senior Technician

FRB:jw

Enclosure

M0000(59)

CITY STREETS (LEBANON) SEC.
CONSTRUCTION ESTIMATE

	ITEM	QUANTITY	UNIT PRICE	TOTAL
1.	Mobilization	All	Lump Sum	$ 13,000.00
2.	Temporary Protection & Direction of Traffic	All	Lump Sum	1,270.00
3.	Temporary Signs	220 sq. ft.	$4.50	990.00
4.	Temporary Barricades (4'-0" Type II)	18 ea.	$50.00	900.00
5.	Temporary Barricades (8'-0" Type III Lighted)	18 ea.	$100.00	1,800.00
6.	Flagmen	430 hrs.	$17.00	7,310.00
7.	Remove Structures & Obstructions	All	Lump Sum	1,600.00
8.	Concrete Sawing	135 lin. ft.	$1.85	250.00
9.	A.C. Pavement Sawing	1,160 lin. ft.	$0.50	580.00
10.	General Excavation	2,900 cu. yd.	$7.75	22,475.00
11.	Overexcavation	60 cu. yd.	$15.00	900.00
12.	1½"-0" Crushed Aggregate Base	347 tons	$9.50	3,296.00
13.	3/4"-0" Crushed Aggregate Base	250 tons	$9.50	2,375.00
14.	Cement Treated Base Mixture	3,075 tons	$11.20	34,440.00
15.	Portland Cement in C.T.B.	157 tons	$75.00	11,775.00
16.	Asphalt in Seal	6 tons	$250.00	1,500.00
17.	Clean & Seal Cracks	3,500 lin. ft.	$0.70	2,450.00
18.	Geotextile Fabric	250 sq. yd.	$3.50	875.00
19.	Class B, C, & D Asphaltic Concrete	1,477 tons	$32.00	47,264.00
20.	Concrete Walks	260 sq. yd.	$16.00	4,160.00
21.	Concrete Drives	76 sq. yd.	$24.00	1,824.00
22.	Concrete Curb & Gutter	1,146 lin. ft.	$10.00	11,460.00
23.	Reconstruct Inlet	1 ea.	$590.00	590.00
24.	Adjust Manholes	6 ea.	$130.00	780.00
25.	Loam Topsoil	10 cu. yd.	$20.00	200.00
			CONSTRUCTION TOTAL:	$174,064.00

9871

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
378-2626

TO: Frank Terpin
LOCATION ENGINEER

DATE: February 23, 1984

FROM: Phillip O. Stearns Phil
REGION FEDERAL AID SPECIALIST

SUBJECT: Grant, Milton, Oak, Second, and Williams Streets 322-1927
Lebanon Urban Area

Herewith are two copies each of the proposed supplemental specifications, cost estimate, and prliminary plans for subject project.

Please review the plans and return one set with your comments/corrrections to this office.

To FINAL DESIGN 2/27/84

FAU funds 2QT84
ORIG. EST. $261,500
FIELD EST. ~~$162,810~~
$186,083

RECEIVED
FEB 29 1984
LOCATION
SECTION

01-125-1307

Contains Recycled Materials

M0000(59)

CITY STREETS (LEBANON) SEC.
CONSTRUCTION ESTIMATE

	ITEM	QUANTITY	UNIT PRICE	TOTAL
1.	Mobilization	All	Lump Sum	$ 3,000.00
2.	Temporary Protection & Direction of Traffic	All	Lump Sum	1,270.00
3.	Temporary Signs	220 sq. ft.	$4.50	990.00
4.	Temporary Barricades (4'-0" Type II)	18 ea.	$50.00	900.00
5.	Temporary Barricades (8'-0" Type III Lighted)	18 ea.	$100.00	1,800.00
6.	Flagmen	430 hrs.	$10.50	4,515.00
7.	Remove Structures & Obstructions	All	Lump Sum	1,600.00
8.	Concrete Sawing	135 lin. ft.	$1.85	250.00
9.	A.C. Pavement Sawing	1,160 lin. ft.	$0.50	580.00
10.	General Excavation	2,900 cu. yd.	$7.75	22,475.00
11.	Overexcavation	60 cu. yd.	$15.00	900.00
12.	1½"-0" Crushed Aggregate Base	380 tons	$9.50	3,610.00
13.	3/4"-0" Crushed Aggregate Base	260 tons	$9.50	2,470.00
14.	Cement Treated Base Mixture	3,075 tons	$11.20	34,440.00
15.	Portland Cement in C.T.B.	157 tons	$75.00	11,775.00
16.	Asphalt in Seal	12 tons	$250.00	3,000.00
17.	Clean & Seal Cracks	3,500 lin. ft.	$0.70	2,450.00
18.	Reinforcing Fabric	250 sq. yd.	$3.50	875.00
19.	Class B, C, & D Asphaltic Concrete	1,477 tons	$32.00	47,264.00
20.	Concrete Walks	237 sq. yd.	$16.00	3,792.00
21.	Concrete Drives	76 sq. yd.	$24.00	1,824.00
22.	Concrete Curb & Gutter	1,146 lin. ft.	$10.00	11,460.00
23.	Reconstruct Inlet	1 ea.	$590.00	590.00
24.	Adjust Manholes	6 ea.	$130.00	780.00
25.	Loam Topsoil	10 cu. yd.	$20.00	200.00

CONSTRUCTION TOTAL: $162,810.00

ANTICIPATED ITEMS

A. ~~Engineering~~	[redacted]	162,810.00
B. Temp. Prot./Dir. of Traffic on Truck Detours	640.00	
C. Permanent Pavement Striping	500.00	
D. Inspection, Testing & Check Weighing by State		163,950.00
E. Contingencies (4 ½%)		7,378.00
A. Engineering (9 %)		14,755.00
		186,083.00

9871

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626 TOLL FREE 1-800-452-7813

November 22, 1983

James Thompson
City Administrator
City Hall
Lebanon, Oregon 97355

Dear Mr. Thompson:

This is to advise you the Oregon Department of Transportation has received authorization from the Federal Highway Administration for preliminary engineering on the City Street Improvement project in Lebanon.

City forces may proceed with preliminary engineering. Billings for your work should be submitted to this office for review and approval. If it appears City will exceed the $20,000 authorized for your activities, please advise before expending additional funds. Prior approval is mandatory for Federal reimbursement.

Mr. Don Thurston, Region Location Supervisor, will act as liaison for design activities. I suggest Mr. Thurston be contacted and a pre-preliminary engineering meeting be held. His phone number is 378-3883.

Enclosed for your information are copies of the FHWA authorization, and the Authority for Survey documents.

Very truly yours,

Phil

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS:mm

cc: LPU
D. Thurston

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
NOV 23 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

9871

10-14-83

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	**OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION** ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO.	
				FED. U	STATE
City Streets in Lebanon "City Street Improvements (Lebanon) Sec."	W32	40039	M-0000(59)	Var.*	Streets

Access Control None **Parking Restrictions** None **System Revision** None

Airports (within 2 Mi.) Lebanon Airport (Westerly of City) **ROW** 60'

Water Development None **Recreation & Historical Areas** None

County Linn **Code** 043 *See Attachments

A-95 Review:

State Cl. Ho. .... Exempt X **Date Approved** ________

Dist. 4 **Cl. Ho. ..... Exempt** X **Date Approved** ________ No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 4 .

(2) ________

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
X " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 31,500
88.15%	FF	$ 27,767
	STATE	$ 1,866
	CITY	$ 1,867

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS: Attached is a copy of Location Prospectus 1, 2 & 4 and project map.

JLG:pf

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10/14/83	D.E. Swan, P.E.	Project Unit Engineer

9871

5

LEBANON CITY HALL
925 MAIN STREET, P.O. BOX 247
LEBANON, OREGON 97355
(503) 258-3185
ADMINISTRATION • FINANCE • COMMUNITY DEVELOPMENT

October 5, 1983

Phillip O. Stearns
Region 2, Federal Aid Specialist
2960 E. State Street
Salem, OR 97310

RE 1984 FAU Street Improvements
Lebanon Urban Area

Dear Phil:

Enclosed please find three copies of the agreement for improving Grant, Milton, Oak, Second and Williams Streets under the Federal Aid Urban Program duly executed by our Mayor and myself pursuant to Resolution No. 24, copies of which are enclosed for your records.

Upon execution by the Highway Division, please return one copy for our files.

Thank you in advance for your courtesy.

Yours truly,

James D Thompson

James D. Thompson,
City Administrator

jl

Enclosures

PROGRAM SECTION
MANAGER -------- PROJECT UNIT --5------
[illegible] 1983
MAN. ASSIST. -------- PROGRAM UNIT --------
REFER TO --
FOR --

LEBANON—Where Industry and Agriculture Meet

OREGON DEPARTMENT OF TRANSPORTATION

9871

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Selected FAU Streets (Lebanon) 8-17-83	REGION 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO (Total)	LENGTH 2.1 mi.
☒ URBAN ☐ RURAL	CITY Lebanon	COUNTY Linn	ROAD/STREET NAME Grant, Milton, Oak, Second & Williams
ROUTE #	FEDERAL AID # See Below	APPLICANT (IF OTHER THAN STATE) City of Lebanon	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 30.0	GRADING (✓)	✓	FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	✓	ACRES (#)	
ROADWAY	$ 160.3		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 4.0				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 65.7		DESIGN CATEGORY (1-7)	6	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$230.0	WORK TYPE (1-12)	4	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$260.6				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE FAU	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	-	-
SIGNALS (#)	2	2
BIKE PATH (Y/N)	N	on shldr
AVERAGE DAILY TRAFFIC	will be updated	
YEAR OF AVERAGE DAILY TRAFFIC	by city	

DEFINE THE PROBLEM

Portions of FAU Nos. 5520, 5490, 5500, 5425 and 5545 are in need of resurfacing and/or reconstruction. Curb and drainage work will be necessary in selected sections. The summary of sections, FAU Nos. and map is attached.

PROPOSED SOLUTION

Reconstruct and/or overlay selected sections of city streets on FAU system.

REQUESTED, REGION ENGINEER xby Phillip O.	DATE 8-19-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & **PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Selected FAU Streets (Lebanon)

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	A	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	A	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#) 2	NEW (#)

UTILITIES (LIST BELOW)

COMPANIES
Liberty TV Cable
City sewer
Pacific Power & Light (electric)
Pacific Power & Light (water)
Northwest Natural Gas
Northwest Telephone Systems Inc.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A			

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	N/A	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 25

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
on shldr.	5' Nom.	C		4'-10'	—	—	12'	—	12'	—	—	4' -	10'	C	5' Nom.	on shldr.
same	5' Nom.	C		4'-10'	—	—	12'	—	12'	—	—	4' -	10'	C	5' Nom.	same

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	2"			
CTB	13"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT . ROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Selected FAU Streets (Lebanon)

REGION
2

SURVEY AUTHORITY

AUTHORIZATION NO.
1

PREFIX

DATE
Aug. 18, 198

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		20,000	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		250
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		300	932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimates for reconstruction and/or overlay of selected sections of city streets on the FAU system.

City will do the survey and prepare the plans. State will test the existing base and prepare a surfacing design.

PREPARED BY Don Thurston	DATE 8-18-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X by Philip O. [illegible]	DATE 8-19-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

1984 FAU Road Improvement Project
Exhibit "A"

Description	FAUS Route No.	Length of Rehab.	Width (curb to curb)	Travel Lanes	Parking	ROW Width	AD
Grant Street	5520					60	
From Main St. to Cleveland St.		1,935	38	2@ 15'	1@ 8'		61
From Cleveland St. to 120 ft. East of Walnut St.		1,410	32	2@ 12'	1@ 8'		48
Mil[illegible]n Street	5490					60	
From Second St. to Highway 20		400	32	2@ 8'	1@ 8'	60	37
180 ft. east of Hwy. 20 to Williams St.		1,020	29	2@ 21'	1@ 8'		59
Oak Street	5500					60	
From 100 ft. east of Fifth St. to Grove St.		3,105	40	2@ 12'	2@ 8'		72
Second Street						60	
From Rose St. to Grant St.	5425	1,370	44	2@ 14'	2@ 8'		37
From "D" St. to "H" St.	5425	1,380	32	2@ 12'	1@ 8'		37
Williams Street	5545					60	
From 100 ft. north of Grant St. to Maple St.		485	32	2@ 16'	-0-		49

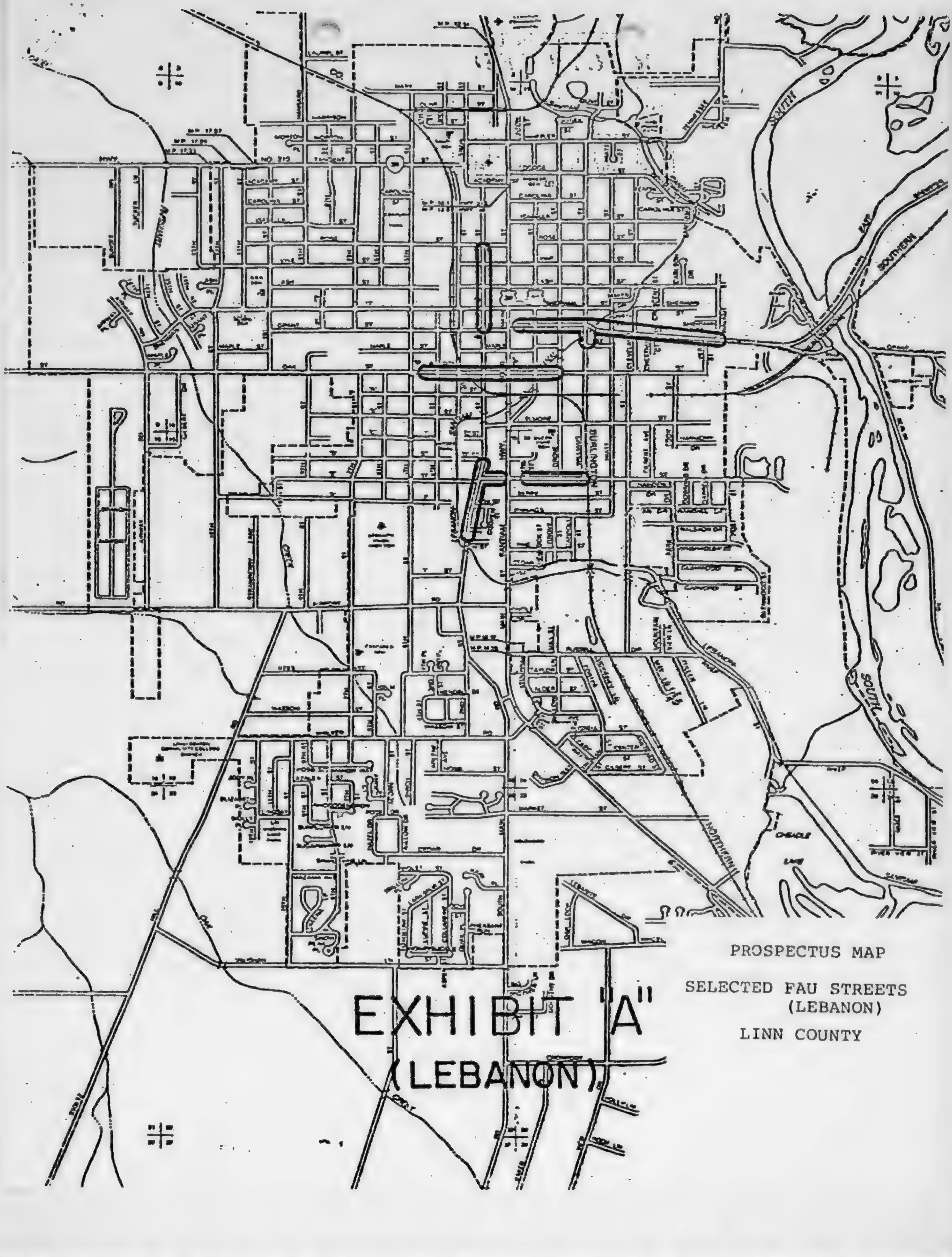
SOUTHERN
SOUTH
NORTHERN
BURLINGTON
PACIFIC
PARK
MAIN
LEBANON

EXHIBIT "A"
(LEBANON)

PROSPECTUS MAP

SELECTED FAU STREETS
(LEBANON)

LINN COUNTY

1871

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Selected FAU Streets (Lebanon) 2-17-83	KEY ID # REGION 2

STATE HIGHWAY #	HIGHWAY NAME		MILE POST FROM TO (Total)	LENGTH 2.1 mi.
XX URBAN ☐ RURAL	CITY Lebanon	COUNTY Linn	ROAD STREET NAME Grant, Milton, Oak, Second & Williams	
ROUTE #	FEDERAL AID # See Below	APPLICANT (IF OTHER THAN STATE) City of Lebanon		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 30.0	GRADING (✓)	✓	FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	✓	ACRES (#)	
ROADWAY	$ 160.3		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 4.0				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 65.7		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$230.0	WORK TYPE (1-12)	4	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$260.6				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE FAU	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	–	–
SIGNALS (#)	2	2
BIKE PATH (Y/N)	N	on shldr
AVERAGE DAILY TRAFFIC	will be updated by city	
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Portions of FAU Nos. 5520, 5490, 5500, 5425 and 5545 are in need of resurfacing and/or reconstruction. Curb and drainage work will be necessary in selected sections. The summary of sections, FAU Nos. and map is attached.

PROPOSED SOLUTION

Reconstruct and/or overlay selected sections of city streets on FAU system.

REQUESTED, REGION ENGINEER X by Phillip O. [illegible]	DATE 8-19-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 2 — [illegible]OJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Selected FAU Streets (Lebanon)

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	A	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	A	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#) 2	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A			

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	N/A	ACCESS CONTROL (Y/N)	N

UTILITIES (LIST BELOW)

COMPANIES Liberty TV Cable
City sewer
Pacific Power & Light (electric)
Pacific Power & Light (water)
Northwest Natural Gas
Northwest Telephone Systems Inc.

DESIGN SPEED 25

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
on shldr	5' Nom.	C		4'-10'	—	—	12'	—	12'	—	—	4' -	10'	C	5' Nom.	on shldr.
same	5' Nom.	C		4'-10'	—	—	12'	—	12'	—	—	4' -	10'	C	5' Nom.	same
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	2"			
CTB	13"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

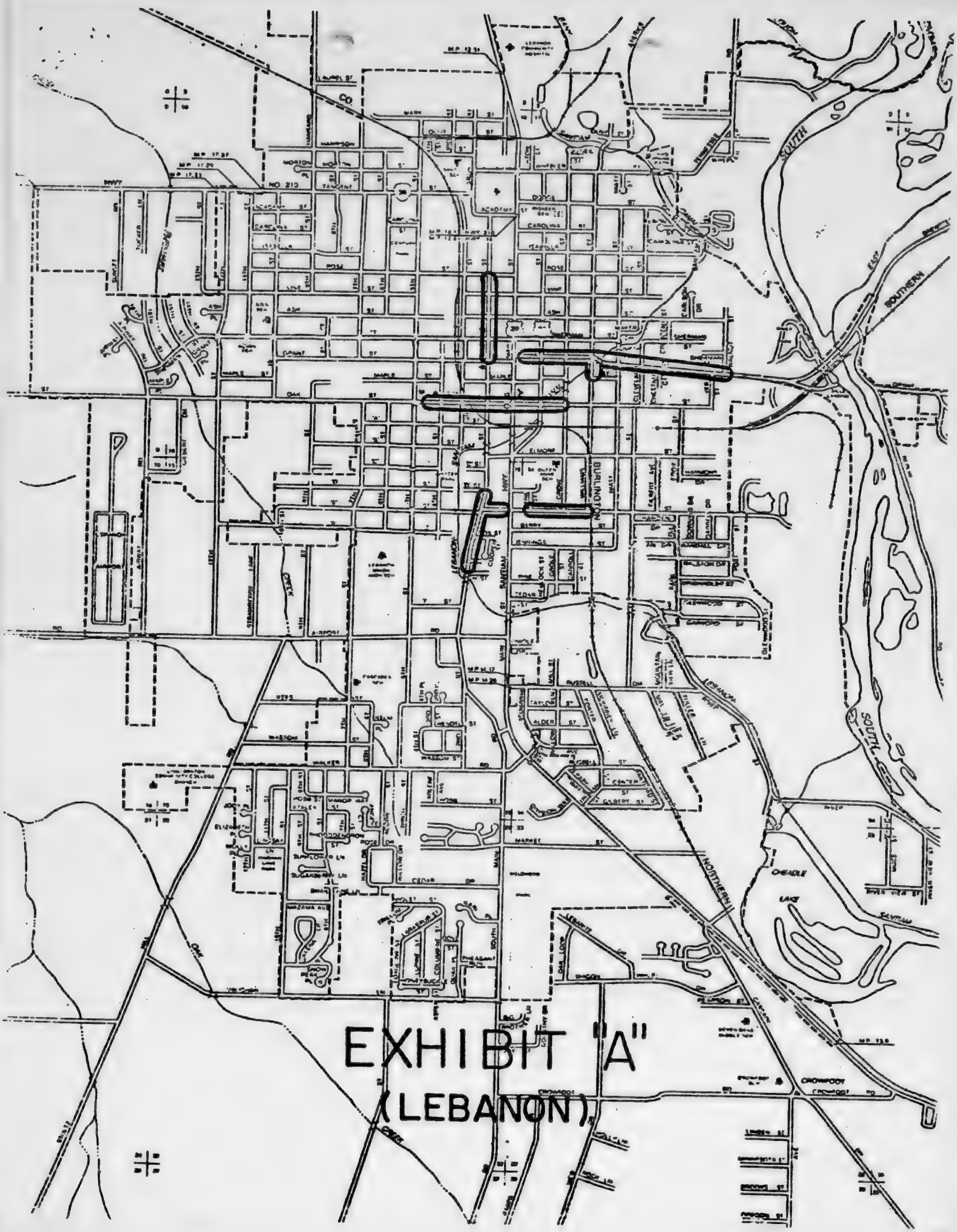
SOUTH
SOUTHERN
BURLINGTON
NORTHERN
SOUTH
CHEADLE
LAKE
CROWFOOT

EXHIBIT "A"
(LEBANON)

1984 FAU Road Improvement Project
Exhibit "A"

Description	FAUS Route No.	Length of Rehab.	Width (curb to curb)	Travel Lanes	Parking	ROW Width	ADT
Grant Street	5520					60	
From Main St. to Cleveland St.		1,935	38	2@ 15'	1@ 8'		61
From Cleveland St. to 120 ft. East of Walnut St.		1,410	32	2@ 12'	1@ 8'		48
Milton Street	5490					60	
From Second St. to Highway 20		400	32	2@ 8'	1@ 8'	60	37
180 ft. east of Hwy. 20 to Williams St.		1,020	29	2@ 21'	1@ 8'		59
Oak Street	5500					60	
From 100 ft. east of Fifth St. to Grove St.		3,105	40	2@ 12'	2@ 8'		72
Second Street						60	
From Rose St. to Grant St.	5425	1,370	44	2@ 14'	2@ 8'		37
From "D" St. to "H" St.	5425	1,380	32	2@ 12'	1@ 8'		37
Williams Street	5545					60	
From 100 ft. north of Grant St. to Maple St.		485	32	2@ 16'	-0-		

PROJECT PROSPECTUS
PART 4 — SU EY AUTHORITY

SEE INSTRUCTIONS ON RE ERSE

KEY ID#

SECTION
Selected FAU Streets (Lebanon)

REGION
2

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX	DATE Aug. 18, 198

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ .45	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 0	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		20,000	918 LOCATION			935 SOILS		
904 CONSULTANT		—	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	0	250
905 FINAL DESIGN	[illegible]76	550	920 PROGRAM MANAGEMENT	111	100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	[illegible]96	2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	9.84	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	0	200	950 TRAINING		
910 REGION GEOLOGIST	0	5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	0	300	932 RAILROAD & UTILITIES				state charges as of 7-26-84	
						TOTALS	$ 1,283.57	$ 31,500
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimates for reconstruction and/or overlay of selected sections of city streets on the FAU system.

City will do the survey and prepare the plans. State will test the existing base and prepare a surfacing design.

PREPARED BY	DATE 8-18-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X by Philip O. Ste	DATE 8-19-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9871

STATE OF OREGON **INTEROFFICE MEMO**

TO: Phillip O. Stearns
Region Federal Aid Specialist

DATE: August 18, 1983

Don Thurston

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Selected FAU Streets (Lebanon)
Grant, Milton, Oak, Second & Williams Sts (City)
Linn County

Attached for approval and forwarding is the programming package for the subject project.

Some of the street sections will require reconstruction, curbs and drainage. How much of the work can be done is not known until the city can prepare a thorough estimate.

Mike Shultz looked this project over when we reviewed the previous city request.

DT/mk
attachments
cc: File w/attch.

81-125-1367

Contains Recycled Materials

9871

LEBANON CITY HALL

925 MAIN STREET, P.O. BOX 247
LEBANON, OREGON 97355
(503) 258-3185

ADMINISTRATION • FINANCE • COMMUNITY DEVELOPMENT

August 5, 1983

Phillip O. Stearns
Region Federal Aid Specialist
Department of Transportation
Highway Division
2960 E. State St.
Salem, OR 97310

Re: Revised Federal Aid Project Request

Dear Mr. Stearns:

Enclosed are the properly executed documents to initiate another Federal Aid Project. The city would like to progress to construction of the new project during the 1984 construction season. We stand ready to provide additional documents and information as is required.

Your assistance in processing this application through the approval stage would be sincerely appreciated.

Respectfully,

Fred

Fred R. Bouma
Engineering Technician

FRB/jw

Enclosure

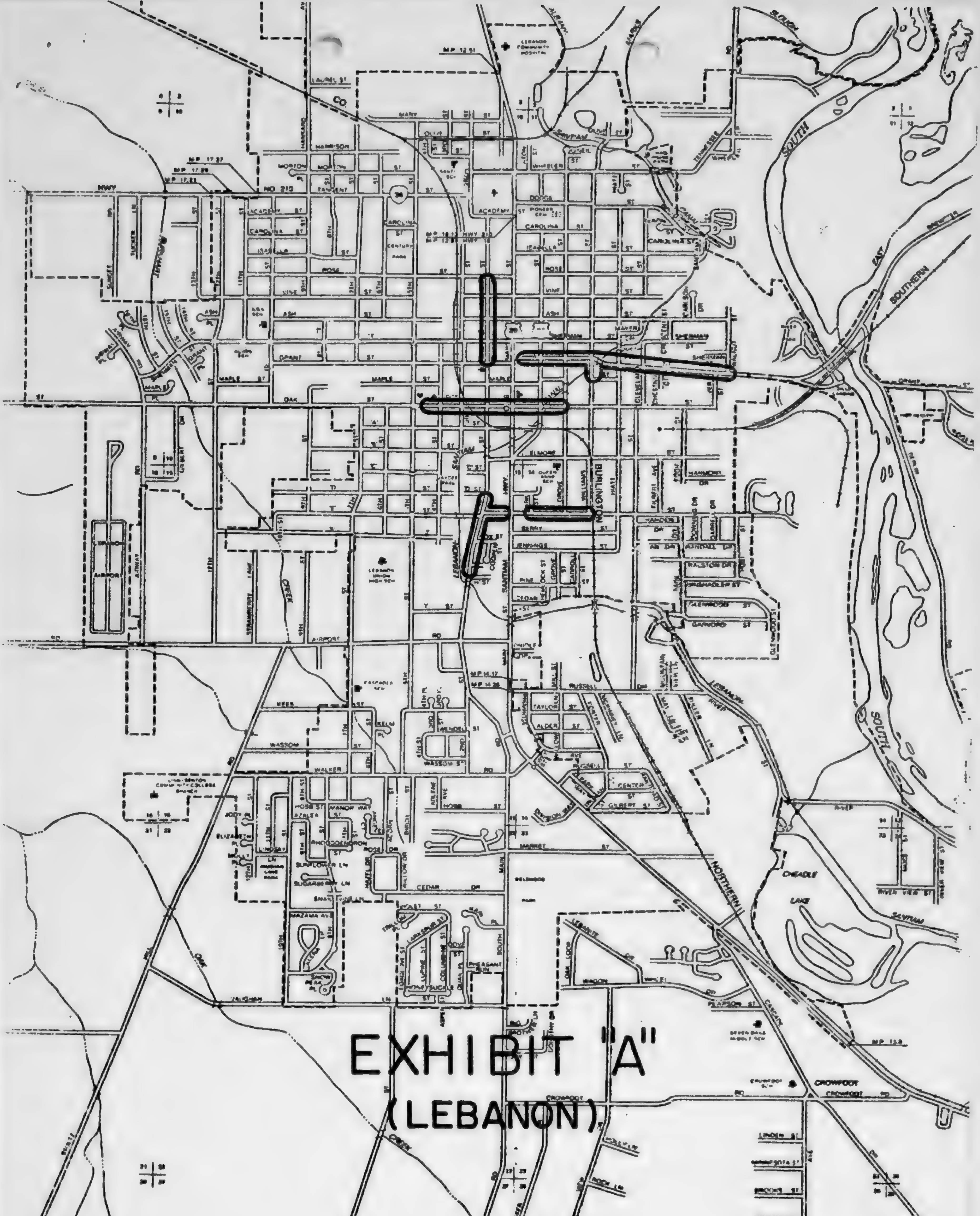
MARY ST
HARRISON
MORTON
HWY NO 210
TANGENT
ACADEMY ST
CAROLINA ST
ISABELLA
ROSE
VINE
ASH
GRANT
MAPLE
OAK ST
ELMORE
BURLINGTON
BERRY
JENNINGS
PINE
CEDAR
AIRPORT RD
RUSSELL
TAYLOR
ALDER ST
WASSOM
WALKER
MARKET ST
CEDAR DR
VAUGHAN LN
WAGNER
PEARSON ST
CROWFOOT RD
CROWFOOT
SANTIAM HWY
LEBANON
SOUTH SANTIAM RIVER
SOUTHERN
NORTHERN
EAST
CHEADLE LAKE
LEBANON AIRPORT
LEBANON COMMUNITY HOSPITAL
LEBANON UNION HIGH SCH
LINN-BENTON COMMUNITY COLLEGE BRANCH
CASCADES SCH
SEVEN OAKS MIDDLE SCH
CROWFOOT SCH
MP 12.51
MP 17.37
MP 14.17
MP 14.28
MP 13.9
GRANGER
MAIN
SHERMAN
CLEVELAND
CHESTNUT
HAMMOND
MAYES
CENTER
GILBERT ST
RIVER VIEW ST
RIVER
LINDEN ST
BROOKS ST
OREGON ST

EXHIBIT "A"
(LEBANON)

REGION 2 ENGINEER
RECEIVED
☐ RLE AUG 1 0 1983 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

7-71

FEDERAL AID PROJECT REQUEST

Applicant Agency CITY OF LEBANON
Date 3-16-83
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. See "A" Route Name See Exhibit "A"
Project Name 1984 FAU STREET PROJECT (LEBANON)
Project Length See Exhibit "A" Project Location (Attach sketch map)
Project Description Rehabilitate existing city streets where surfacing or base has outlived its useful life. Work to include overlays and rebuilding within existing curblines.
Average Daily Traffic See Exhibit "A" Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes 2 Shoulders No
Medians No Parking ____
Sidewalks ____
Remarks See Exhibit "A"

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks Cross sections to remain as existing except for additional structural thickness.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width See "A" Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Grant/Williams intersection fully signalized
Oak & Second intersection fully signalized

2. Proposed Signalization:

Location No changes proposed

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? No change anticipated

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

N/A

2. Proposed Illumination:

Location N/A

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks No proposed structures

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No ____

Name of Railroad Southern Pacific Railroad Oak St. X-ing
Existing Crossing Protection Automatic gates/flashers

2. Will existing railroad crossing be altered? No

Remarks ____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Lebanon City Engineer Office
2.	Environmental	Lebanon City Engineer Office
3.	Public Hearing	Lebanon City Engineer Office

Remarks Due to the nature of the proposed work, these activities are not anticipated.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant X State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes X No ______

If "yes," describe briefly: Applicant will likely provide temporary protection and direction of traffic during construction, and emergency chuckhole repair.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 230,000
Right-of-way costs (if participating)	-0-
Traffic control	-0-
Illumination	-0-
Structures	-0-
Railroad	-0-
Other	-0-
Preliminary engineering	20,000
PROJECT TOTAL	$ 250,000.00

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF LEBANON and/or ______ COUNTY

By Robert G. Smith
MAYOR

By James D. Thompson
CITY ADMINISTRATOR

By ______

By ______

By ______

AS REVISED 8-5-'83

By Robert G. Smith
MAYOR

By James D. Thompson
CITY ADMINISTRATOR

1984 FAU Road Improvement Project
Exhibit "A"

Description	FAUS Route No.	Length of Rehab.	Width (curb to curb)	Travel Lanes	Parking	ROW Width	ADT
Grant Street	5520					60	
From Main St. to Cleveland St.		1,935	38	2@ 15'	1@ 8'		61
From Cleveland St. to 120 ft. East of Walnut St.		1,410	32	2@ 12'	1@ 8'		48
Milton Street	5490					60	
From Second St. to Highway 20		400	32	2@ 8'	1@ 8'	60	37
180 ft. east of Hwy. 20 to Williams St.		1,020	29	2@ 21'	1@ 8'		59
Oak Street	5500					60	
From 100 ft. east of Fifth St. to Grove St.		3,105	40	2@ 12'	2@ 8'		72
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From "D" St. to "H" St.	5425	1,380	32	2@ 12'	1@ 8'		37
Williams Street	5545					60	
From 100 ft. north of Grant St. to Maple St.		485	32	2@ 16'	-0-		

1984Tower Rd. Intchge-Stanfield 9872
Sec, Col. R. & Old Oregon Trail Hwys.
W. of Boardman. (pav)

9872

J

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 2-35	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MODIFICATION NUMBER 3	2-7-89	County Morrow & Umatilla
		Project Number IR-84-5(6)157

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,975,499	$ 2,908,489
Federal funds	$ 2,744,005	$ 2,682,208
Other revisions		

This modification is made for the following reasons: to deobligate appn. code 044 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of FEB, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

MANAGER, PROGRAM SECTION
(Title)

~~By~~ For: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 25, 1989

FEDERAL AID PROJECT NO. IR-84-5(6)157

Tower Rd. Intchge.-Stanfield Intchge. Sec.
Columbia River & Old Oregon Trail Highways
Morrow & Umatilla Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 159.07-188.04)(M.P. 188.39-188.48)(M.P. 188.58-189.13)

Subtotal from previous estimate of May 6, 1987	$ 2,742,351.39
Decrease in construction costs	67,010.00
Subtotal	$ 2,675,341.39
Engineering	233,147.61
Total	$ 2,908,489.00

Length of Project ------------- 0.00 mile

Cost of Roadway per Mile ------ $98,226.58

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,908,489.00	$ 2,682,208.00	$ 226,281.00
TOTAL	$ 2,908,489.00	$ 2,682,208.00	$ 226,281.00

SubJob 010 = 0%; SubJob 011 = 100%
Morrow Co.: 62%; Umatilla Co.: 38%
Contract No. 9,872
Prefix: C625-1975 (P.E.)
C630-1983 (P.E.)
C09872
Appn Code: 044

DCN:pk

9872

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-27
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

US Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-6-87

Form Approved; O M B No. 04-R2089

State	Oregon
County	Morrow & Umatilla
Project Number	IR-84-5(6)157

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,951,426.00	$ 2 2,975,499.00
Federal funds	$ 3,644,005.00	$ 2,744,005.00
Other revisions		

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of MAY, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 6, 1987

FEDERAL AID PROJECT NO. IR-84-5(6)157

TOWER RD. INTCHGE.-STANDFIELD INTCHGE. SEC.
COLUMBIA RIVER & OLD OREGON TRAIL HIGHWAYS
MORROW & UMATILLA COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 159.07-188.04)(M.P. 188.39-188.48)(M.P. 188.58-189.13)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Signs	SF	$ 5.75	2,041	$11,735.75	1,133.87	$ 6,519.75
Temp. Barricades	EA	88.50	8	708.00	4	354.00
Temp. Plastic Safety Markers	EA	39.80	75	2,985.00	40	1,592.00
Flaggers	HR	12.00	2,500	30,000.00	1,954.00	23,448.00
Pilot Car	HR	25.00	250	6,250.00	105	2,625.00
Embankment-in-Place	CY	5.00	700	3,500.00	0	0.00
Cold Plane Pavement Removal	SY	0.85	470,000	399,500.00	431,451	366,733.00
Aggregate Base	TON	8.00	1,700	13,600.00	78	624.00
Asphalt Cement in Mixture	TON	180.00	6,000	1,080,000.00	3,819	687,420.00
Hydrated Lime in Mixture	TON	110.00	900	99,000.00	818	89,980.00
Emulsified Asphalt in Seal Coat	TON	160.00	1,371	219,360.00	306	48,960.00
Aggregate in Seal Coat	TON	13.00	5,750	74,750.00	0	0.00
Asphalt in Tack Coat	TON	160.00	215	34,400.00	74	11,840.00
Guardrail, Type 2A	LF	6.75	3,288	22,194.00	0	0.00
Guardrail, Type 3	LF	18.00	600	10,800.00	0	0.00

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Guardrail Anchors, Type 1	EA	250.00	34	8,500.00	4	1,000.00
				$2,017,282.75		$1,241,095.75

Total Decrease	$(-)776,187.00
Subtotal of Previous Estimate	3,518,538.39
Subtotal	$2,742,351.39
Engineering	233,147.61
Total	$2,975,~~426~~.00 499

Length of Project	29.61 mi.
Cost of Roadway Per Mile	$ 100,487.20
Federal Funds (92.22%)	744,005 $2,~~743,937~~.00
State Funds	231,494.00
Total	$2,975,~~426~~.00 499

Sub. Job 010: 0%; Sub. Job 011: 100%
Morrow Co.: 62%; Umatilla Co.: 38%
Contract No. 9872
Prefix: C625-1975 PE
Prefix: C630-1983 PE
Prefix: C09872
Appn Code: 044
DDB:bkb

9872

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-57	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Morrow & Umatilla
MODIFICATION NUMBER 1	11-15-85	Project Number IR-84-5(6)157

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,895,987.00	$ 3,951,426.00
Federal funds	$ 3,592,879.00	$ 3,644,005.00
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of NUV, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 31, 1985

FEDERAL AID PROJECT NO. IR-84-5(6)157

TOWER RD. INTCHGE.-STANFIELD INTCHGE. SECTION
COLUMBIA RIVER & OLD OREGON TRAIL HIGHWAYS
MORROW & UMATILLA COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY M.P. 159.07 TO M.P. 188.04)(M.P. 188.39 TO M.P. 188.48)
(M.P. 188.58 TO M.P. 189.13)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Adjust Guardrail	$ 3.00	1,637	$ 4,911.00	7,612	$22,836.00
Asphalt Escalation, May (Adj. #3A)	----	----	----	----	5,358.60
Asphalt Escalation, June (Adj. #4A)	----	----	----	----	18,795.51
Asphalt Escalation, July (Adj. #5A)	----	----	----	----	9,327.28
Asphalt Escalation, Aug. (Adj. #6A)	----	----	----	----	4,032.00
			$ 4,911.00		$60,349.39

Increase	$ 55,438.39
Subtotal from estimate of August 8, 1984	3,463,100.00
Subtotal	$3,518,538.39
Engineering	432,887.61
Total	$3,951,426.00

Length of Project	29.61 mi.
Cost of Roadway Per Mile	133,449.04
Federal Funds (92.22%)	$3,644,005.00
State Funds	307,421.00
Total Cost	$3,951,426.00

Group 1 100% Morrow County: 62% Umatilla County: 38%
Contract No. 9872
Prefix: 625-1975 P.E.
Prefix: 630-1983 P.E.
Prefix: C09872
Appn Code 044
RLC:bkb

9872

STATE COPY

TO BE COMPLETED BY FHWA 8-124	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 8-10-84	STATE Oregon COUNTY Morrow & Umatilla PROJECT NO. IR-84-5(6)157

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Tower Road Interchange - Stanfield Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-3-84	30.04

OTHER *(Specify)*

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 3,895,987.00	FEDERAL FUNDS $ 3,592,879.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For- Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG 10 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 8, 1984

FEDERAL AID PROJECT NO. IR-84-5(6)157

Tower Rd. Intchge.-Stanfield Intchge. Section
Columbia River & Old Oregon Trail Highways
Morrow & Umatilla Counties

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (M.P. 159.07 to M.P. 188.04)(M.P. 188.39 to M.P. 188.48)(M.P. 188.58 to M.P. 189.13)

Mobilization	Lump Sum	All	--	$ 238,173.75
Temporary Protection and Direction of Traffic	Lump Sum	All	--	12,000.00
Temporary Signs	Sq. Ft.	2,041	5.75	11,735.75
Temporary Barricades	Each	8	88.50	708.00
Temporary Plastic Safety Markers	Each	75	39.80	2,985.00
Oversize Advance Construction Signs	Each	2	1,000.00	2,000.00
Sequential Arrow Signs	Each	2	5,000.00	10,000.00
Flaggers	Hour	2,500	12.00	30,000.00
Pilot Car	Hour	250	25.00	6,250.00
Removal of Structures and Obstructions	Lump Sum	All	--	3,500.00
Embankment in Place	Cu. Yd.	700	5.00	3,500.00
Cold Plane Pavement Removal	Sq. Yd.	470,000	0.85	399,500.00
Aggregate Base	Ton	1,700	8.00	13,600.00
Aggregate Shoulders	Ton	1,580	8.00	12,640.00
Class "B" Asphalt Concrete Mixture	Ton	71,500	11.25	804,375.00
Class "E" Asphalt Concrete Mixture	Ton	18,000	13.35	240,300.00
Asphalt Cement in Mixture	Ton	6,000	180.00	1,080,000.00
Hydrated Lime in Mixture	Ton	900	110.00	99,000.00
Emulsified Asphalt in Seal Coat	Ton	1,371	160.00	219,360.00
Aggregate in Seal Coat	Ton	5,750	13.00	74,750.00
Asphalt in Tack Coat	Ton	215	160.00	34,400.00
Guard Rail, Type 2A	Lin. Ft.	3,288	6.75	22,194.00
Guard Rail, Type 3	Lin. Ft.	600	18.00	10,800.00
Guard Rail Anchors, Type 1	Each	34	250.00	8,500.00
Guard Rail Anchors, Type 1 Modified	Each	6	250.00	1,500.00
Rail End Pieces, Type B	Each	6	50.00	300.00
Rail End Pieces, Type C	Each	30	70.00	2,100.00

Extra for Guard Rail Bridge Connections	Each	24	250.00	6,000.00
Adjust Guard Rail	Lin. Ft.	1,637	3.00	4,911.00
Type 2 Fence	Lin. Ft.	50	10.00	500.00
20' x 48" Double Gates	Each	1	350.00	350.00
Extra for Asphalt Approaches	Each	35	200.00	7,000.00
Membrane Waterproofing	Sq. Yd.	2,045	5.50	11,247.50
Joint Seals	Lin. Ft.	97	60.00	5,820.00
				$ 3,380,000.00

ANTICIPATED ITEMS

Railroad Protective Costs	All Required	$ 5,500.00
Permanent Pavement Striping	All Required	60,500.00
Temporary Pavement Striping	All Required	15,500.00
On the job trainees (2 @ $800)	All Required	1,600.00
		$ 83,100.00
	Subtotal	$ 3,463,100.00
	Engineering	432,887.00
	Total	$ 3,895,987.00

Length of Project ------------------ 29.61 miles
Cost of roadway per mile ----------- $131,576.73

Federal Funds (92.22%)	$ 3,592,879.00
State Funds	303,108.00
Total Cost	$ 3,895,987.00

Group 1: 100% Morrow County 62% Umatilla County 38%
Contract No. 9872
Prefix: 625-1975 P.E.
Prefix: 630-1983 P.E.
Prefix: 630-1099

WH:me

98721 jc cc: OSHD (D. E. Forbes)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Morrow & Umatilla	DIVISION Oregon
DATE OF REPORT 3/25/88	REPORT MADE BY 3 T. P. Lowe, Area Engineer		PROJECT NO. IR-84-5(6)157
COMPLETION DATE (Actual) 9/25/85	ACCEPTANCE DATE BY CONRTACT AGENCY 6/3/87	TIME ELAPSED 010 %	CONTRACT TIME 400 days
LOCATION SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

TOWER ROAD INTERCHANGE - STANFIELD INTERCHANGE
COLUMBIA RIVER & OLD OREGON TRAIL HIGHWAY
Paving

This project provides for the removal of a 3-inch depth of the outside travel lanes. The milled out pavement was replaced with virgin class "B" asphaltic concrete.

Some grinding was required to achieve a satisfactory ride.

The contractor used 2 days more than the specified completion time of 400 days. Liquidated damages have been assessed for two days.

The final cost of $2,831,744 is 27 percent less than the authorization. Most of the underrun was due to a reduction of pay quantities.

- TPL -

RECEIVED
STATE HWY ENGR
MAR 29 '88
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

W. E. SCHWARTZ
lg
3/31

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T P Lowe		SIGNATURE John L. Price	
TITLE Area Engineer	DATE 3/28/88	TITLE District Engineer	DATE 3/29/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9872

October 22, 1987

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

CON 5 - #9872

On June 26, 1987, we wrote to you concerning release of final payment on Contract No. 9872 awarded to Acme Concrete Company for work on the Tower Road Interchange-Stanfield Interchange on the Columbia River Highway and Old Oregon Trail in Morrow & Umatilla Counties.

The total contract amount is $2,556,799.24 including $9,200.45 for work performed under force account.

We are sorry for the delay in this information.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Acme Concrete Company
P.O. Box 2503
Spokane, WA 99220

bc: C. O. Fredrickson
Walt Hart
Robert Hector

9872

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9872

TO: Commission Services

DATE: June 23, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9872 , On Site Work Substantially Completed September 25, 1985
All Work Completed	August 15, 1986
Project	Tower Road Intch.-Stanfield Intch.
Highway	Columbia River and Old Oregon Trail
County	Morrow and Umatilla
Type of Work	Paving
Contractor	Acme Concrete Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-26-87 - Surety letter **written.**

RECEIVED
JUN 25 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9872

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.
CON 5
9872

DATE: August 18, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-84-5(6)157

Contract 9872, Work Completed September 25, 1985

Project Tower Road Interchange-Stanfield Interchange

Highway Columbia River and Old Oregon Trail

County Morrow and Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 21, 1986

for Dale E. Wilken
Division Administrator

L. W. RULIEN
ED
WY ENGR
AUG 22 '86
REFER TO
FOR
Info Invest R/D

BMW:mk

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
AUG 19 1986
OREGON DIVISION

734-2023 (2-85)

9872 n

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

RECEIVED
STATE HWY ENGR
JUN 26 '86
REFER TO
FOR

Info	Inve.	R/D	D/R	Sign	Act	File

TO: C. O. Fredrickson
Construction Engineer

DATE: June 26, 1986

FROM: Gerald Wimer Jerry
Construction Operations Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Smoothness Specification

[illegible]

Receipt is acknowledged of your verbal guidance that grinding of selected portions of the Tower Road-Stanfield Section will not be conducted. I will abide by that decision only after setting to the record the following:

1. All portions of the AC paving specifications except the smoothness specification were, with considerable effort by many, modernized during the past two years. The smoothness specification was not for lack of adequate information on which to base an appropriate specification. Good examples are Senica and North River Road.

2. By virtue of the charge to me to serve as liaison with the APA in securing meaningful AC specifications, and similar charges about smoothness from the Paving Committee with John Scofield, I felt some obligation to pursue every opportunity for early resolution.

3. There are only a few projects that have situations that can be isolated by the various test methods available and the results compared before and after grinding to determine the simplest to operate but with the greatest assurance of rapidly and easily pinpointing the necessary correction.

4. The efforts to date at Tower Road will now be of limited value because of not undertaking the concluding phase on selected rough spots. Decision time and confidence of basis of future decisions are both postponed and made more difficult.

5. It is interesting that we may develop a smoothness specification with somewhat less than adequate advance testing that may be more costly to correct than spending a few dollars now.

6. The above makes little recognition of my and other personal time efforts.

GW:mk

cc: ✓W. E. Schwartz R. D. Hector
D. O. Christensen John Scofield 06261M

81-128-1387

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9872

RECEIVED
MAY 30 1986
ROAD DESIGN SECTION

RDE
FDE
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LPC
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OFFICE
Copy All
Return To

TO: Warren Richards
Region 5 Construction Engineer

DATE: May 30, 1986

FROM: Gerald Wimer Gerald Wimer
Construction Operations Engineer

SUBJECT: Tower Road-Stanfield Section
Contract No. 9872

This project contains conditions that should be utilized to develop a new rideability specification.

There are locations that are outside of both the 12-foot rolling straight edge and the profilograph, and others that are only outside of the profilograph limitations. It is desired that enough of each be ground to make a before and after evaluation report. Please proceed to do so.

This evaluation report should include short pieces of the before and after profilographs with appropriate 12-foot rolling straight edge notations. Also, a subjective before and after evaluation supported with before and after Mays Meter readings. The evaluation report should be complete and copyable for sharing with others. I am asking John Scofield to return the profilograph/rolling straight edge data he has. Also to suggest locations where the best comparisons can be made.

Dave Carter cannot agree to Federal participation. Even so, it is appropriate to proceed. Ken Karnosh's estimate of cost, including reprofiling and TP & DT, is attached. Use it unless you have a basis for different costs.

Your early follow-up and report would be appreciated.

GW:mk

Attach.

cc: W. E. Schwartz
D. O. Christensen
Glenn Hossner (Attn: Dave Carter)
John Scofield - Please return profiolograph/rolling straight edge data to Warren Richards.
Bud Van Cleave - Please arrange for consolidating the data collected on the Sandy River-Corbett Interchange, Contract No. 10112, into a similarly detailed report.

05143m

Contract 9872
Ken Karnosh 5-15 86

Question: What would be the cost to grind selected areas of pavement?

Three cost areas are included:

1. Move-in & Move-out: Assume tractor-~~trailer, water truck~~, flatbed, & pickup with 4 drivers for 8 hours each for each direction. (Spokane)
   Tractor-trailer w/ driver : $100/hr.
   Water truck w/ driver : 70
   Flatbed w/ driver : 40
   Pickup w/ driver : 40 = $4,000

2. Grinding Operations
   Grinder w/ operator : $325/hr.
   Tractor/trailer : 2 hrs. operating
   w/ 6 hrs. standby : 350 ÷ 8 = $44/hr. avg.
   Water truck w/ driver : 70
   ~~Flatbed w/ driver : 40~~
   Pickup w/ foreman : 40
   ~~Labor : 30~~
   Blade Wear : 50
   $529 / hour

3. Traffic Control
   Cones, signs, etc. should be from project & no extra pay.

   Use Flatbed w/ 2 people : $70 / hour.
   Miscellaneous 10 / hour
   $80 / hour.

Assume grinder (36" wide) can grind 2-3 feet / minute.

Ken Karnosh

9872

Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

May 21, 1986

Robert W. Gormsen
Manager of Commission Service
121 Transportation Building
Salem, OR 97310

Re: Oregon State Highway Dept. Contract #9872, Tower Road Interchange-Sandfield Interchange section of Columbia River and Old Oregon Trail Highway in Morrow & Umatilla Counties.

We have been paid in full by Acme Concrete (the prime) and would like to drop the lien that was filed on December 18, 1985.

Thank you,

Lizbeth Hatfield
Lizbeth Hatfield
Accountant

encl.
cc: Nelson Smith
The Travelers Indemnity Co

RECEIVED
MAY 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response as
never rec'd 12/18/85
letter to file claim

COPY OF ORIGINAL LIEN FILED.

Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

December 18, 1985

Robert W. Gormsen
Manager of Commission Service
121 Transportation Building
Salem, OR 97310

Re: Oregon State Highway Dept. Contract #9872, Tower Road Interchange-Sandfield Interchange section of Columbia River and Old Oregon Trail Highway in Morrow & Umatilla Counties.

We would like to file a claim for payment of material purchased (gaurd rail) from Coral Sales Company by Yurok Contractors (Prime: Acme Conrete) on July 7, 1985 totalling $2,827.50. We have been most patient in this matter but have no recourse but to protect our lien rights.

Thank you,

Lizbeth Hatfield

RECEIVED
MAY 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

98 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-5(6)157

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla and Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40023

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 28, 1985

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:
Tower Rd. - Stanfield Interchange

11. GENERAL DESCRIPTION OF WORK
Replacement of a speed monitor

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8-28-85 as requested in Mr. Fredrickson's letter of 1-10-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $1,200; Federal Funds $1,106.

RECEIVED
STATE HWY ENGR
JAN 27 '86
REFER TO Potter
FOR

Info	Invs	R/O	D/R	Sign	Act	File

Orig to
1/27

14. DATE 1/23/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

files

ACME CONCRETE COMPANY

December 16, 1985

Marsh & McLennan
P.O. Box 10167
Eugene, Or. 97440

Attention: Jerry D. Balding

Re: Project No. IR-84-5 (6) 157
Tower Rd. I/C - Stanfield I/C
Yurok Contractors, Inc.
Subcontract Bond No. 662F668-1

9872

Gentlemen:

Enclosed please find a copy of the letter we received today from Coral Sales Company stating their intent to file a lien on the above referenced project. Coral Sales supplied materials to Yurok Contractors for use on the project. We are requesting that you take the necessary steps to persuade Yurok Contractors to resolve the matter. If the charges are legitimate, and we can only assume that they are, and Yurok Contractors does not take care of them, we will look to you for payment of the claim under the above referenced subcontract bond. Thank you for your assistance.

Very truly yours,

ACME CONCRETE CO. - ASPHALT DIVISION

Thomas J. Havey
Controller

TJH:cd
cc: Yurok Contractors, Inc.
Coral Sales Company
Oregon Dept. of Transportation, Salem ✓
Oregon Dept. of Transportation, Pendleton

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response
nec
info only

P.O. BOX 2503 SPOKANE, WASHINGTON 99220 / PLANT NORTH 302 PARK ROAD · OFFICE EAST 5204 BROADWAY 509 535-3081

9872

FINAL

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: No. 26 Tower Rd. Intchge - Stanfield Intchge

WEEK ENDING: September 28, 1985

SECTION PREFIX: 630-1099

HIGHWAY: Columbia R & Old Ore

COUNTY: Morrow & Umatilla

NAME OF JOB: Tower Rd Int - Stanfield Int

KIND OF WORK: Paving

CONTRACTOR: Acme Concrete Co.

CONTRACT NUMBER: 9872

FEDERAL AID PROJECT NUMBER: IR-84-5(6)157

DATE OF CONTRACT: July 31, 1984

DATE WORK STARTED: April 29, 1985

ESTIMATED COMPLETION DATE: Sept. 23, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 12 SUPERVISION: 2

SPECIFIED WORK DAYS: A: ALL

SPECIFIED CALENDAR DAYS: 400

WORK DAYS USED: A: ALL

CALENDAR DAYS USED: 402

SPECIFIED COMPLETION DATE: Sept. 23, 1985

PERCENT OF TIME ELAPSED: 101

PROJECT AUTHORIZATION: $ 3,895,987

EXCLUSIVE OF ENGINEERING: $ 3,618,939

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,618,939

ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %

ENGINEERING AUTHORIZATION: $ 277,048

This Week: 4,963

ENGINEERING COST TO DATE: $ 143,598

PERCENT OF AUTHORIZATION: 52 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

DATE PROJECT WAS COMPLETED: 9-25-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			0	90	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		30.1	30.1		30.1
MILES PARTIALLY COMPLETED		.0	.0		.0
MILES COMPLETED		.0	.0		.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3,280tn	470,000sy		89,500tn
TOTAL QUANTITIES CORRECTED TO DATE		3,280tn	470,000sy		89,500tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		0tn	349,850sy		56,889tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
Distributor, pickup truck, and pilot car.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22		400		
MONDAY 23	Clear	400		
TUESDAY 24	Clear	401		
WEDNESDAY 25	Cloudy	402		
THURSDAY 26	Cloudy	0		
FRIDAY 27	Cloudy	0		
SATURDAY 28		0		

CONTR. NO: 9872 DATE: September 28, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

22 **SUNDAY**	No activity.
23 **MONDAY**	Acme: No activity. Yurok: No activity.
24 **TUESDAY**	Acme: No activity. Yurok: Replaced and adjusted rail.
25 **WEDNESDAY**	Acme: No activity. Yurok: Adjusted rail.
26 **THURSDAY**	Acme: No activity. Yurok : No activity.
27 **FRIDAY**	Acme: No activity. Yurok: No activity.
28 **SATURDAY**	No activity.

REMARKS

STATUS:

Yurok: Adjusted and replaced Guard rail.

NEXT WEEK: No activity.

SIGNED T. A. Penner, Proj. Mgr. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

jc cc: OSHD (Hunter)

U.S. Department of Transportation
Federal Highway Administration

STATE COPY INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Morrow and Umatilla	DIVISION Oregon

IN COMPANY WITH
T. Penner, Project Manager and W. Richards, Reg 5 Const Engr; OSHD

DATE OF INSPECTION August 20, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. IR-84-5(6)157

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 92 %	WORK COMPLETED 97 %

TOWER ROAD INTERCHANGE - STANFIELD INTERCHANGE SECTION
COLUMBIA RIVER & OLD OREGON TRAIL HIGHWAYS
Paving

RECEIVED
STATE HWY ENGR
SEP - 4 '85
REFER TO
Fredrickson
FOR
Info Inves R/D O/R Sign Act File

py
9/5

The paving on this project is now complete. The contractor was removing median crossovers and cleaning up the pit at the time of this inspection.

Approximately half of the fog seal has been placed. The seal does not require a cover aggregate.

The completed pavement does not give a smooth ride. Mr. Penner indicated that some surface grinding remains to be done to meet surface tolerance requirements. Even then, the pavement will not ride smooth. Possibly end dumping into the paver may have contributed to the bumpy ride.

The permanent pavement striping has not yet been accomplished.

NOTED
W. E. SCHWARTZ

The materials records were reviewed and it appears the materials incorporated into the project are in substantial compliance with the specifications. The density for the surfacing placed in the milled out trench substantially meets specification requirements. Some lower densities were obtained on some of the ramp work.

Several flushed areas were noted in the vicinity of the Westland Road Interchange in the eastbound lanes in the new work. Apparently these areas are new within the last several weeks. One area was stringlined and found to be slightly rutted. These areas will be corrected prior to completion of the project.

- DBC -

Form FHWA-1446A
(Rev. 2-84)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☐ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
JUN 26 '85
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cg 6/27

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Morrow and Umatilla	Oregon

IN COMPANY WITH: T. Penner, Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6-11-85	D. B. Carter, Area Engineer	IR-84-5(6)157

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	75 %	10 %

NOTED
W. E. SCHWARTZ

TOWER ROAD INCHG. - STANFIELD INTCHG. (Section)
COLUMBIA RIVER & OLD OREGON TRAIL HIGHWAY
Paving

This project provides for the removal of a 3" depth of the outside travel lanes in both directions between Tower Road and the beginning of the concrete pavement near the Stanfield Interchange. The milled out pavement is replaced with virgin Class "B" asphalt concrete.

WORK COMPLETED

East Bound
Grinding & Paving - Station 1062+10 to 1529+61 (concrete pavement)

West Bound
Grinding & Paving - Station 1529+61 to Westland Road Interchange

WORK IN PROGRESS

Grinding and paving in vicinity of Westland Road Interchange producing paving aggregates.

COMMENTS

The first approximately 1,500 feet of paving is extremely rough and will be resurfaced by the contractor at his expense. Apparently, the paving machine was not functioning properly during the time this paving was being done. The remainder of the paving done to date rides slightly rough but is in the satifactory range. The contractor is working to improve the ride.

(Continued)

A review of the materials tests results of the materials produced to date indicate that the materials incorporated into the project are in substamtial compliance with the contract requirements.

The traffic control signing was reviewed and found to be satisfactory for the work in progress. Some conflict occurs at interchange legs as the grinding and paving works thru these areas. Some staging of the work is being discussed for use at the more heavily used interchange ramps and possibly at the Boardman Rest Area.

The progress of the work has been listed as satisfactory as it is anticipated that the project can be completed within the allotted contract time.

- DBC -

February 14, 1985

James I. McMillin
1765 Alabama Way
Prineville, OR 97754

I understand that the Assistant State Highway Engineer for Operations, W.E. Schwartz, just advised you that the section of I-84 you were concerned about, between Stanfield and Boardman, is under contract for resurfacing this spring. I am sure that was welcome news.

I am told that extensive pavement management programs are now underway in the Highway Division to determine the highway needs and to plan corrective action statewide. The positive results of this kind of program will be visible to the public in the near future.

Thanks, also, for giving me your comments on funding and truck weights. I share your concern for highway safety.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Hwy ✓

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
JAN 30 1985
Governor's Office

Fred Miller

0 876

January 29, 1985

Governor Victor G. Atiyeh
254 State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

I am writing in regard to the present condition of the highway (I-84) between Stanfield and Boardman, Oregon.

The normal or outside lanes are so terribly rutted that this section of highway is unsafe to the point of being dangerous. I use this road often and have seen several close call incidents and have had a near accident myself. My incident involved a portable loading chute I was pulling behind my pickup. The chute began fishtailing at 45 mph and was fishtailing at 90° angles to the road before I could get slowed down without using the brakes. At the time of this incident I was being followed by two semi-trucks and you can picture the happenings in your mind. I had to finish the trip from Boardman to Stanfield at 25 to 30 mph in order to remedy the problem.

I believe this rutting is caused by heavy trucks hauling this section of road, probably potato and other farm product trucks. If this highway is not repaired soon I can almost assure you more accidents will occur and sooner or later it will cause a fatality.

The outside lanes and the eastbound outside lane in particular are the worst due to most of the traffic. I have never seen a section of Interstate highway be allowed to deteriorate to this bad a condition.

If we don't have the funds to rectify the problem, maybe we need to be charging more PUC, etc. for those heavy vehicles. We also may need to construct and use a weigh station in this area to insure highway legal loads.

At the very least, an extensive condition survey needs to be done in this area to determine problems and highway needs. There are definitely structural and safety problems. Thank you.

Sincerely,

James I. McMillin
JAMES I. MCMILLIN
1765 Alabama Way
Prineville, OR 97754

RECEIVED
DOT DIRECTOR
FEB 05 '85
REFER TO
[illegible]
FOR

Info	Answer	R/D	D/R	Sign	Act	File

February 6, 1985

MAI

James I. McMillin
1765 Alabama Way
Prineville, Oregon 97754

I am pleased to tell you that the section of I-84 between Stanfield and Boardman that you wrote about is currently under contract for resurfacing. The contract was not awarded early enough last year to permit improvements before winter, but our contractor will be "geared up" and ready to go this spring.

I appreciate your comments concerning highway funding, truck weight, and safety to the traveling public. These areas are being addressed and you will soon be seeing very positive accomplishments statewide.

Thank you for taking the time to share your concerns with me.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

JXW:lm sl

bc H. S. Coulter
R. D. Hector

RECEIVED
STATE HWY ENGR
JAN 25 '85
REFER TO Hector
FOR

Info	Invest	R/D	D/R	Sign	Ack	File
		✓				

WES cy
D/R 1/30
ack 2/11

H.S. Coulter
State Highway Engineer's Office
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

I am writing in regard to the present condition of the highway (I-84) between Stanfield and Boardman, Oregon.

The normal or outside lanes are so terribly rutted that this section of highway is unsafe to the point of being dangerous. I use this road often and have seen several close call incidents and have had a near accident myself. My incident involved a portable loading chute I was pulling behind my pickup. The chute began fishtailing at 45 MPH and was fishtailing at 90° angles to the road before I could get slowed down without using the brakes. At the time of this incident, I was being followed by two semi trucks and you can picture the happenings in your mind. I had to finish the trip from Boardman to Stanfield at 25 to 30 MPH in order to remedy the problem.

I believe this rutting is caused by heavy trucks hauling this section of road, probably potatoe and other farm product trucks. If this highway is not repaired soon, I can almost assure you more accidents will occur and sooner or later it will cause a fatality.

The outside lanes and the eastbound outside lane in particular, are the worst due to most of the traffic. I have never seen a section of Interstate highway be allowed to deteriorate to this bad a condition.

If we don't have the funds to rectify the problem, maybe we need to be charging more PUC, etc. for those heavy vehicles. We also may need to construct and use a weigh station in this area to insure highway legal loads.

At the very least you need to do an extensive condition survey in this area to determine problems and highway needs. You do have structural and safety problems. Thank you.

Sincerely,

James I. McMillin

JAMES I. MCMILLIN
1765 Alabama Way
Prineville, OR 97754

9'72

1

REGION 5 OFFICE

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

September 20, 1984

Otto L. Burden, Director
Public Works Department, Morrow County
P. O. Box 453
Lexington, Oregon 97839

Dear Mr. Burden:

I have your letter requesting the grindings that will come from the Tower Road to Stanfield Junction section of I-84.

Several government agencies have requested grindings from this job and other projects. The Highway Division intends to be sure that these valuable materials are disposed of in a responsible manner and is now in the process of developing policy to do so.

I will hold your request along with others who have asked the same consideration until policy is developed.

Sincerely,

R. D. Hector
Region Engineer

RDH/lm

bc: W. E. Schwartz w/attach.
H. W. Oswald w/attach.
(Do you have a use for this? Maybe between Echo and Madison Corner. How much?)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 24 '84
REFER TO
FOR

PUBLIC WORKS DEPARTMENT

P.O. Box 453 -:- Lexington, Oregon 97839
Phone 676-9061 ext 17

Otto L. Burden
Director

September 12, 1984

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ REA SEP 20 1984 ☐
RECEIVED
REGION 5 OFFICE

Department of Transportation
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Attn: Mr. Bob Hector

Re: Millings from Interstate-84

Dear Mr. Hector:

I understand there will be millings available from the State from the Interstate-84 project.

Morrow County is interested for material for the following projects:

1. Little Buttercreek 7 mile section of 24', 2" overlay between Pine City & Lena	7,000 yards
2. Laurel Road - new construction 0.7 mile of 28', 2" new material east of Boardman	1,000 yards
3. Wilson Road 3 mile section of 24', 2" overlay south of Boardman	3,000 yards
4. Miscellaneous projects in Irrigon area	2,000 yards

When you establish your program in this area, please let us know what else is needed.

Sincerely,

Otto L. Burden

Otto L. Burden
Director

OLB/ac
pc: Judge McElligott

9872

t

September 14, 1984

CON 5

Acme Concrete Company
P. O. Box 2503
Spokane, WA 99220

9872

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9872 for paving on the Tower Road Interchange-Stanfield Interchange of the Columbia River Highway and Old Oregon Trail in Morrow and Umatilla Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Company
Bond Department
33405 - Eighth Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Bruce Walton
Walt Hart
Janice Peterson
R. D. Hector
Bobby Johnson

ACME CONCRETE COMPANY

July 27, 1984

Oregon Department of Transportation
Office of Commission Services
Room 121
State Transportation Building
Salem, Or. 97310

Re: Project No. IR-84-5 (6) 157
Tower Road I/C - Stanfield I/C

Gentlemen:

As per your request we hereby submit the names and addresses of the DBE and WBE firms that will participate in this contract, a description of the work each will perform and the dollar amount of participation of each.

The total DBE firm participation in this contract, based upon planned quantities, is $412,505.00. The total WBE firm participation in this contract, based upon planned quantities, is $36,240.00.

If you require anything further, please let us know.

Very truly yours,

ACME CONCRETE CO. - CONST. DIVISION

Ronald C Clark
Ronald C. Clark
Vice President

RCC:cd
Encl.

RECEIVED
JUL 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Ray Turner

P.O. BOX 2503 SPOKANE, WASHINGTON 99220 / PLANT: NORTH 302 PARK ROAD / OFFICE: EAST 5204 BROADWAY 509/535-3081

Yurok Contractors, Inc. (D/MBE)
90629 Georgetown Rd.
Junction City, Or. 97448

Item No.	Description	Quantity	Unit Price	Amount
1	Mobilization (Partial)	L.S.	L.S.	$3,000.00
10	Removal of Structures & Obstructions - Guardrail removal only	L.S.	L.S.	3,500.00
22	Guardrail, Type 2A	3,288 L.F.	6.75	22,194.00
23	Guardrail, Type 3	600 L.F.	18.00	10,800.00
24	Guardrail Anchors, Type 1	34 Ea.	250.00	8,500.00
25	Guardrail Anchors, Type 1 Mod.	6 Ea.	250.00	1,500.00
26	Rail End Pieces, Type B	6 Ea.	50.00	300.00
27	Rail End Pieces, Type C	30 Ea.	70.00	2,100.00
28	Extra for Guardrail Bridge Connections	24 Ea.	250.00	6,000.00
29	Adjust Guardrail	1,637 L.F.	3.00	4,911.00
30	Type 2 Fence	50 L.F.	10.00	500.00
			TOTAL	$63,305.00

TPT Services, Inc. (D/MBE)
250 S.W. Tualatin Loop Rd.
West Linn, Or. 97068

Item No.	Description	Quantity	Unit Price	Amount
12	Cold Plane Pavement Removal - planing only	470,000 S.Y.	$.54	$253,800.00
18	Hydrated Lime in Mixture - furnish & mix	900 ton	106.00	95,400.00
			TOTAL	$349,200.00

Traffic Services, Inc. (WBE)
P.O. Box 11675
Spokane, Wa. 99211

Item No.	Description	Quantity	Unit Price	Amount
7	Sequential Arrow Signs	2 Ea.	$5,000.	$10,000.00
13	Aggregate Base	1,700 ton	8.00	13,600.00
14	Aggregate Shoulders	1,580 ton	8.00	12,640.00
			TOTAL	$36,240.00

RECEIVED
JUL 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

SC

1872

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-5(6)157

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Marrow
Umatilla

3. FROM
Dale E. Wilken, Division Adminiatrator
FHWA - Oregon Division
7-3-84

4. PROGRAM NO.

5. ITEM NO 40023

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
ST. HWY ENGR
JUL 19 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig w/ att. to
7/20

7. DATE AUTHORIZATION EFFECTIVE 7-3-84

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:

Tower Road Interchange - Stanfield Interchange

11. GENERAL DESCRIPTION OF WORK

Pavement Restoration

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 7-3-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6-29-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,844,438 Federal Funds $4,467,541.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 7-3-84

15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken

16. TITLE Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9872

7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 22, 1984
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

NOTED
E. S. HUNTER

Oregon Project IR-84-5(4)157
Tower Road Interchange-Stanfield Interchange Section
Columbia River Highway and Old Oregon Trail Highway
Morrow and Umatilla Counties
Surfacing Design

We have reviewed and approve your May 14, 1984 surfacing design proposal for the above project.

We understand that the material removed from the outside travel lanes will not be reused on this project.

Sincerely yours,

G. K.
for Dale E. Wilken
Division Administrator

cc:
OSHD (F E Terpin)
OSHD (G Potter)

RECEIVED
TECHNICAL SERVICES
MAY 25 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
MAY 24 '84
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9872

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 14, 1984

RECEIVED
TECHNICAL SERVICES
MAY 16 '84
REFER TO
FOR

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

NOTED
E. S. HUNTER

Tower Road Intchge-Stanfield Intchge Section
Columbia R. Highway & Old Oregon Trail Highway (I-84)
Morrow and Umatilla Counties

Submitted herewith is the surfacing design for the subject project. This is an FAI-4R funded rehabilitation project.

Our proposal is to remove and replace pavement that has excessive rutting, potholing and bleeding. The removal and replacement will be in the outside lanes.

Deflections indicate no structural requirement for an overlay at this time. Test results from pavement cores indicate that the instabilty and bleeding originate in the 2-inch lift of "C" mix asphaltic concrete placed in 1975.

This section will be reviewed in the future for a long-term C.R.P.C.C. pavement.

If any questions arise about this proposal, they will be promptly answered.

Your approval of this design is requested.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin, P.E., P.L.S.
Location Engineer

Attachment

bc E. S. Hunter
J. H. Versteeg
J. T. Scofield
R. D. Hector

Form 734-3122

7272

~~Eriksen~~/ Miller DGM
1-84 W

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
Final Design Engineer

DATE: March 30, 1984 MAI

FROM: John M. Tindall
John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: Tower Road Interchange to Stanfield Interchange
M.P. 159.09 to M.P. 188.04
Columbia River and Old Oregon Trial Highway
Morrow and Umatilla Counties
BRS 16611, 16612, 8931E, 8931W, 5204A, 5204B, ~~5209B~~

Versteeg
Anderson
I Adams A
Macnab
Edwards
Terpin
Trout
[illegible]erlig

RECEIVED
APR 3 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

On the subject section, Bridges 8931E, 8931W, 5204A and 5204B as shown below, presently have 3-inch overlays with membrane waterproofing. To eliminate damage to the seals and avoid increasing the total overlay depth on the structures, pavement removal should be uniform across the entire width of the structure roadway and limited to a one-inch depth. A 3/4-inch depth wearing course may then be paved over the entire roadway width.

Bridges 16611 and 16612 were constructed in 1983 using epoxy-coated deck steel and presently do not have overlays. It is recommended the proposed overlay be tapered to zero at the bridge ends and the decks remain bare.

Bridge 5209B presently has a 3-inch wearing surface that should be removed by means other than cold planing to protect the deck. Membrane waterproofing and pavement totaling no more than 2 inches in depth should be applied to the deck following the removal of the present wearing surface.

The joint details to be used are shown in the table below. Refer to Drawing 36842.

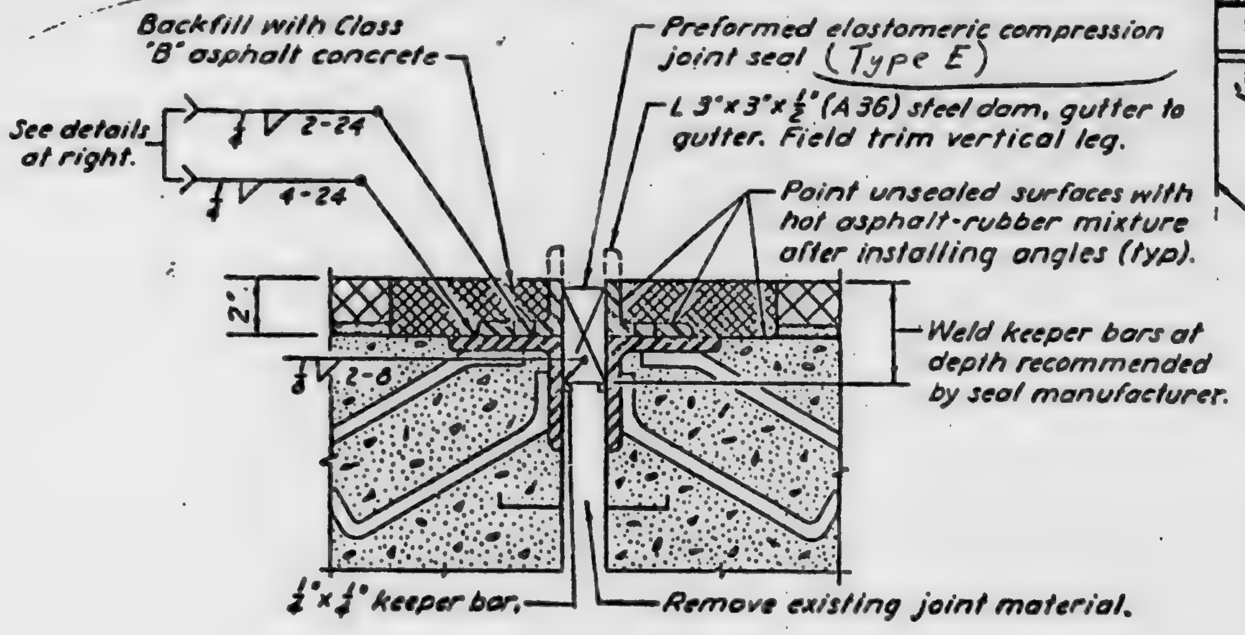
M.P.	BR.NO.	EXISTING OVERLAY	RECOMMEND	JOINTS	
				END	INTERIOR
165.76E	16611	No	Leave bridge decks bare	--	--
165.76W	16612	No	" " "	--	--
167.95E	8931E	Yes	Remove 1-inch maximum of present wearing surface	Detail "D"	None
167.95W	8931W	Yes	Overlay decks with 3/4-inch wearing surface	Detail "D"	None

NOTED
F. ERIKSEN

M.P.	BR.NO.	EXISTING OVERLAY	RECOMMEND	JOINTS	
				END	INTERIOR
181.95W	5204A	Yes	Remove 1-inch maximum of present wearing surface	Detail "D"	None
181.95E	5204B	Yes	Overlay decks with 3/4-inch wearing surface	Detail "D"	None
188.43E	5209B	Yes	Remove 3 inches overlay; membrane and overlay	Detail "D"	Bents 4 & 7 Attached detail on widening. Detail "C" on original structure. Bents 8 & 9 Detail "D"

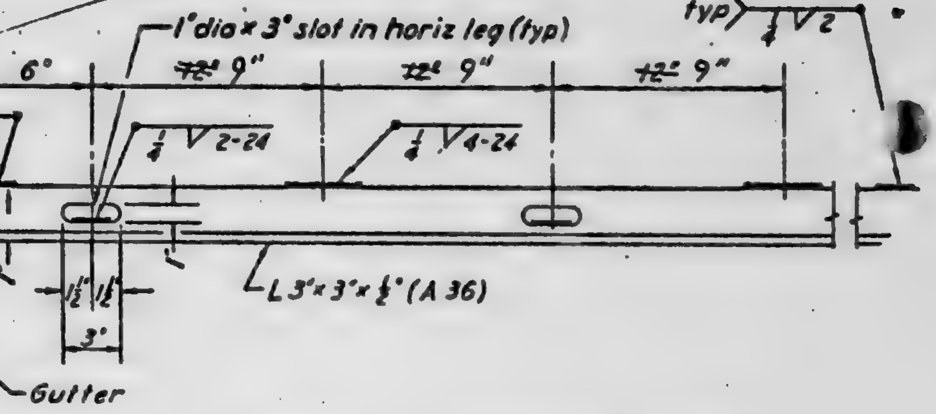
RFE:jrb

cc: Gerald Wimer
R. D. Hector
Steve Macnab



Backfill with Class "B" asphalt concrete
See details at right.
$\frac{1}{4}$ V 2-24
$\frac{1}{4}$ V 4-24
Preformed elastomeric compression joint seal (Type E)
L 3"x3"x$\frac{1}{2}$" (A 36) steel dam, gutter to gutter. Field trim vertical leg.
Paint unsealed surfaces with hot asphalt-rubber mixture after installing angles (typ).
2"
$\frac{1}{8}$ V 2-8
Weld keeper bars at depth recommended by seal manufacturer.
$\frac{1}{2}$"x$\frac{1}{2}$" keeper bar.
Remove existing joint material.

SECTION B-B
Scale: 3" = 1'-0"



typ
$\frac{1}{4}$ V 2
1" dia x 3" slot in horiz leg (typ)
6"
~~12"~~ 9"
~~12"~~ 9"
~~12"~~ 9"
$\frac{1}{4}$ V 2
$\frac{1}{4}$ V 2-24
$\frac{1}{4}$ V 4-24
$1\frac{1}{2}$"
$1\frac{1}{2}$"
3"
L 3"x3"x$\frac{1}{2}$" (A 36)
Gutter

WELDING DETAILS FOR STEEL DAM
No Scale

DETAIL FOR BR. 5209B AT BENTS 4 AND 7 WIDENING

78 12 1-9

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Umatilla Co

SECTION	Morrow/Umatilla County Line - Stanfield Interchange Unit Tower Road Interchange-Stanfield Interchange Section
KEY ID#	
REGION	5

SURVEY AUTHORITY #14 #6	AUTHORIZATION NO.	PREFIX	DATE
	1	630-1983	

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,800	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,850
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		45
903 LOCAL GOVERNMENT			918 LOCATION		345	935 SOILS		300
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		75	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		35	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		75	950 TRAINING		75
910 REGION GEOLOGIST		6,300	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		825	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		75			

TOTALS	$	$ 17,800
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER 1R-84-5(4)157

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Turpin
4 Trout
Wakerlig

RECEIVED
NOV 02 1983
ROAD DESIGN SECTION

cy Lyle

Do Not File ☐
Return To
Bring Up
Action

mt

For Work in Umatilla Co. [illegible]

PREPARED BY Donald Berg, Cost & Records Spec	DATE 10-26-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS R. Andrew B. Schwarz	DATE 10/28/83
RECOMMENDED, REGION ENGINEER X Original Signed By R. Hector	DATE 8-26-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E Hunter	DATE 10-27-83
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-14-83	

734-1914 (7-82)

9872

rll

U. S. DEPARTMENT OF TRANSPORT. ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-5(4)157

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40023

2A. COUNTY NAME
Morrow (63%)
Umatilla (37%)

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/14/83

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2 & 6

10. GENERAL LOCATION:

Tower Road Interchange - Stanfield Interchange
COLD PLANE - 4

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $48,100 - FF $44,357
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 10/10/83.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to PB2O

14. DATE 10/14/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJE PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Morrow Co

KEY ID#

SECTION Tower Rd Interchange - Morrow/Umatilla County Line Unit
Tower Road Interchange-Stanfield Interchange Sect.
Columbia Riv - Old Oregon Trail

REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO. 1-R PREFIX 625 - 1975 DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,200	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 3,150
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		655	935 SOILS		655
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		125	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		65	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		125	950 TRAINING		125
910 REGION GEOLOGIST		10,700	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,375	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		125			

TOTALS	$	$ 30,300
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR-84-5 (4) 157

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓	RECEIVED	Cy to Lyle
(cy) Anderson		
2 Adams A		
(cy) Macnab	NOV 04 1983	Do Not File
3 Stoudenmeyer		Return To
Terpin		Bring Up
4 Trout A	ROAD DESIGN SECTION	Action
(cy) Wakerlig		
5 Molly		

In Preliminary 6yr Program For Work in Morrow Co.

RED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE 8/26/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-29-83
RECOMMENDED, LOCATION ENGINEER X	DATE 9/20/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-14-83	

734-1914 (7-82)

1-84

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Morrow Co

KEY ID#	
SECTION	Tower Rd Interchange - Morrow/Umatilla County Line Unit Tower Road Interchange-Stanfield Interchange Sect. Columbia Riv - Old Oregon Trail
REGION	5
AUTHORIZATION NO.	1
PREFIX	25 - 1975
DATE	

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,200	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 3,150
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		655	935 SOILS		655
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		125	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		65	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		125	950 TRAINING		125
910 REGION GEOLOGIST		10,700	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,375	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		125			

TOTALS	$	$ 30,300
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR-84-5 (4) 157

LOCATION ENGINEER'S REMARKS

1 Versteeg
(cy) Anderson
2 Adams
(cy) Macnab
3 Stoudenmayer
Turpin
4 Trout
(cy) Wakerlig

RECEIVED
OCT 28 1983
ROAD DESIGN SECTION

(cy to Lyle)
Do Not File
Return To
Bring Up / /
Action

On Preliminary 6yr Program For Work in Morrow Co.

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE 8/26/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-22-83
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-14-83	

734-1914 (7-82)

TRS 0002

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Tower Road Interchange-Stanfield Interchange				KEY ID # 01206 REGION 5
STATE HIGHWAY # 2 & 6	HIGHWAY NAME Columbia River - Old Oregon Trail		MILE POST FROM 159.30 TO 188.04	LENGTH 28.74
☐ URBAN ☒ RURAL	CITY	COUNTY Morrow/Umatilla	ROAD/STREET NAME	
ROUTE # I-84	FEDERAL AID # FAI 84	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 48 ~~57~~	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 1557		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 47		COLD PLANE	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 642		DESIGN CATEGORY (1-7)	2	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 2246	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 2294 ~~2303~~			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/83	RECOMMENDED FUNDING SOURCE FAI 4 R	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	7400	
YEAR OF AVERAGE DAILY TRAFFIC	81	

DEFINE THE PROBLEM

Right lanes of freeway are failing. Severe rut conditions exist which cause great difficulty in controlling vehicles.

PROPOSED SOLUTION

Cold plane, recycle practical % of planed material, in-lay pave of right hand travel lanes.

REQUESTED, REGION ENGINEER X	DATE 12-14-82			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR 84	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Tower Road Interchange - Stanfield Interchange

REGION
5

PROJECT JUSTIFICATION

Heavy vehicle traffic on this section is 24% ± of total traffic which is a contributing factor in the surface failure of the right travel lanes. Prompt action along this failing section is required in order to protect our investment and protect the motoring public.

This project is consistent with the Division's goal of preserving the existing highway system and is supported by the Morrow County Court and Umatilla County Board of Commissioners.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 - PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Tower Road Interchange-Stanfield Interchange

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

UTILITIES (LIST BELOW)
COMPANIES

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						70	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4		12	12	×	12	12		10				
				4		12	12		12	12		10				

PROPOSED (COLD PLANE, PAVE RIGHT LANE)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Right lane Cold Plane; Pave		4"			
E Mix Seal Rt & Lt		3/4"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			✓
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 6/22/93

734-1912 (7-82)

1984 SW Sunset Blvd.-SW Terwilliger Blvd. (Portland) Sec., Beaverton Hillsdale. (Bikeway) 9873

July 24, 1986

CON 5 - #9873

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9873 awarded to Gervais Construction, Inc. for work on the S.W. Sunset Boulevard-S.W. Terwilliger Boulevard Section of the Beaverton-Hillsdale Highway in Multnomah County was completed on April 14, 1986, and accepted by the State Highway Division on July 22, 1986.

Final payment in the amount of $1,000.00 will be released to the contractor after July 29, 1986. The total contract amount is $82,193.13 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: Gervais Construction, Inc.
P.O. Box 9130
Brooks, OR 97305

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Rick Kuehn

9873

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9873

TO: Robert Gormsen
Manager, Commission Services

DATE: July 22, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9873, On Site Work Substantially Completed November 7, 1985

All Work Completed April 14, 1986

Project SW Sunset Blvd.-SW Terwilliger Blvd. (Portland)

Highway Beaverton-Hillsdale

County Multnomah

Type of Work Bikeway

Contractor Gervais Construction Company

WES:BMW:ll

cc: B. M. Walton

CPC/FM2

7-24-86 - Surety letter written.

RECEIVED
JUL 24 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9873

May 14, 1986

Gervais Construction Co., Inc.
P. O. Box 9130
Brooks, OR 97305

CON 5

RE: Time Extension Appeal
SW Sunset-Terwilliger
Contract No. 9873

This is to affirm the results of our meeting of May 13, 1986, with you to review the matter of contract time on the above project. We do not necessarily concur that you were not properly instructed to commence work under Price Agreement No. 2. However, given the nature of the redesign of this project, it is deemed appropriate to waive the liquidated damages under this contract.

A contract time adjustment of an additional 18 calendar days is therefore granted. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:kjm

bc: C. O. Fredrickson
Al Harwood
Chuck Lobaugh
Bruce Walton (Please process estimate to return liquidated damages.)

TE/260/A

April 2, 1986

CON 5

Gervais Construction Co., Inc.
P.O. Box 9130
Brooks, OR 97305

Time Extension Request
S.W. Sunset-Terwilliger
Contract No. 9873

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 32 calendar days due to late approval of Price Agreement No. 2 and an additional five calendar days due to increased quantities of work.

Your letter of July 29, 1985, stated in part, "We are signing Price Agreement No. 2 under the assumption. . .that this price agreement will be approved by August 9, 1985,. . ." Price Agreement No. 2 bears an approved date of August 9, 1985, and at 3 p.m. on August 9, 1985, our Project Manager telephoned your office and informed Mr. Steve Tony of the approval and instructed your firm to proceed. The approval of Price Agreement No. 2 was not late and your request for the 32 additional calendar days of contract time is denied.

A contract time adjustment of an additional five calendar days is granted due to the increased quantities of work performed. There remain 18 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, please contact Project Manager Chuck Lobaugh.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson
Al Harwood w/att.
Chuck Lobaugh w/att.
Bruce Walton w/att.

STATE OF OREGON **INTEROFFICE MEMO**

TO: MARION CRAFT
Construction Engineer

DATE: February 12, 1986

FROM: CHUCK LOBAUGH Chuck Lobaugh
Project Manager

SUBJECT: SW Sunset-Terwilliger
Contract No. C09873
Time Extension

Attached is contractor's request for an extension of time. In analyzing this request, some pertinent facts are as follows:

1. Bids opened on July 26, 1984
2. Contract awarded August 2, 1984
3. Contract time was revised by P.A. No. 2 to a completion date of 10-15-85.
4. P.A. No. 2 approved on August 9, 1985
5. Work on project commenced August 30, 1985
6. Revised time expired on October 15, 1985
7. Actual completion was November 7, 1985
8. Number of days of liquidated damages was 23
9. Daily rate of liquidated damages was $150
10. Total amount of liquidated damages is $3,450

Items one and two of the contractor's request are related, and center around the approval of P.A. No. 2. When Gervais signed P.A. No. 2 they put us on notice that it must be approved by August 9, 1985 (See attached letter dated 7-29-85). The P.A. was approved on 8-9-85 and at 3 p.m. on that day I called Steve Tony, informed him and told him to proceed with the construction. Temporary signing did not go up until August 31, and clearing did not start until September 9th. Between September 9, when work commenced, and November 7, when the work was completed, there were several weekdays when there was no activity on the project. Many other days the contractor worked a short shift or had a very small crew. Overall, they did not pursue this project with much energy.

Item three in the contractor's request needs clarification. The additional removal was responsible for only part of the additional quantities. Other overruns were due to miscellaneous charges in the project and the large percentages shown are still very small quantities. Eighty-five perent of the structural excavation is approximately 40 cubic yards. Forty-percent of the general excavation is approximately 60 cubic yards and 132 percent of the A.C. amounts to about 100 tons. These additional quantities did take some time and required several additional moves on and off the project.

I recommended we grant the five days requested for the additional work but none for Item one and two. This would leave 18 days of liquidated damages.

pa

xc: file

I agree with Chucks analysis and recommend we grant the 5 days due to extra work
Marion Craft
2-19-86

W.E. Schwartz –
I concur with Region and Project Manager and recommend a 5 C.D. time extension.
D. B. Jackmond

CC: Bryant Jackmond - with original attachments.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION SW Sunset Blvd SW Terwilliger Blvd		WEEK ENDING March 7, 1986
		SECTION PREFIX C09873
	HIGHWAY Beaverton - Hillsdale	COUNTY Multnomah
NAME OF JOB SW Sunset - SW Terwilliger	KIND OF WORK Bikeway	
CONTRACTOR Gervais Construction Company	CONTRACT NUMBER 9873	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT August 2, 1984	DATE WORK STARTED August 30, 1985	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 171,409.41	SPECIFIED COMPLETION DATE October 15, 1985	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 157,817.47	ENGINEERING AUTHORIZATION $ 13,591.94	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 109,834.44	ENGINEERING COST TO DATE $ 8,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN UNDERRUN 28 %	PERCENT OF AUTHORIZATION 63 %	DATE PROJECT WAS COMPLETED: November 7, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
2 SUNDAY		0		
3 MONDAY		0		
4 TUESDAY		0		
5 WEDNESDAY		0		
6 THURSDAY		0		
7 FRIDAY		0		
1 SATURDAY		0		F

CONTR. NO: 9873 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK**

SUNDAY 2	No activity
MONDAY 3	No activity
TUESDAY 4	No activity
WEDNESDAY 5	No activity
6 THURSDAY	No activity
FRIDAY 7	No activity
1 SATURDAY	No activity

REMARKS

The last day of time charges was November 7, 1985.
The second notification was sent.
The SEMI-FINAL has been submitted.
This will be the last weekly report of the project.

SIGNED LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9873

826-1405 FILE Mult

STATE OF OREGON

INTEROFFICE MEMO

TO: ED HARDT
Metro Region Engineer

DATE: March 18, 1985

FROM: JEF KAISER
Environmental Manager

SUBJECT: S.W. Terwilliger-S.W. Sunset Rd.
Beaverton-Hillsdale Highway
Bikeway
Contract #9873

On Friday, March 18, I met with local citizens and City of Portland staff members to discuss the removal of trees by this project. Those in attendance are listed on the attached sign-up sheet.

Although I sensed that the citizens present generally concurred in the need for this project, their message was very clear that alternatives to taking the trees must be investigated.

I told the group that the construction would be placed on "hold" until an evaluation of other alternatives was completed,and that each person on the attached sign-up sheet would be contacted and informed of the results before a final decision was made on how to proceed.

I thought the citizens present were very representative of the Community's concerns and were very willing to work with us in resolving this issue. They suggested the following design alternatives for consideration:

A) Route bike lane behind large trees immediately east of Cheltenham.

B) Shorten eastbound taper lane from Sunset intersection to allow more space for bike lanes.

C) Provide replacement trees.

D) Widen roadway to the south instead.

Steve Goetz, City Forester, advised me that if the project removes any significant trees, it will need to be reviewed by the City's Tree Committee which meets once a month.

po

P 6

cc: Al Harwood
Chuck Lobaugh
Jim McClure
Bill Geibel
Joe Walsh - City of Portland
Dave Hill - City of Portland
Steve Goetz - City of Portland

Attachment

1.

MIKE ROACH 3620 S.W. CORBETT AVE. PORTLAND 97201 = 246-3417 WK. 224-3096-HOME (HILLSDALE BEAUTIFICATION COMMITTEE)
44-1618 SUSAN HART 6191 SW. CAPITOL HWY PORTLAND 97201
AUDREY Pollard - 6732 SW 13th. Ptld. 97201
Delphine JENSEN 13940 SW Berthold Beaverton 97005 at Dr Hunt's Office 246-3397
Stephen F. GOETZ 10910 N. Denver PORTLAND, OR. 97217 (City Forester
ANDY LASKY 6345 SW CAPITOL HWY. PORT. OR 97201 (246-2157)
Hospice House, Joan Buell, 6171 S.W. Capitol Hwy, Ptld, OR 97201
Joe Walsh City of Portland 796-7083 Bicycle Program 244-7890
David Hill City of Portland 796-7156
CHUCK LOBAUGH ODOT
DON BIEKER ODOT
JEFF KAISER ODOT

[redacted]

August 15, 1984

Gervais Construction, Inc.
PO Box 9130
Brooks, OR 97305

CON 5
#9873

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9873 for the bikeway on the SW Sunset Blvd.-SW Terwilliger Blvd. Section of the Beaverton-Hillsdale Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Enclosure

cc: Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Chuck Lobaugh

GERVAIS CONSTRUCTION CO.
GENERAL CONTRACTORS
~~5655 Forstweiler Lane Woodburn, Oregon 97071~~ P.O. BOX 9130
Equal Employment Opportunity Employer BROOKS, OR 97305

TELEPHONE
792-3595
393-0757

July 30, 1984

Department of Transportation
Highway Building Room 121
Salem, Oregon 97310

Re: DBE Participation on S.W. Sunset Blvd. - S.W. Terwilliger Blvd. (Portland)

Gentlemen:

Our minority participation to meet the contract goals are as follows:

DBE Goal of 2% = $2,879.43

We plan on using ourself (Gervais Construction, Inc.) on the following Item.

Bid Item # 1	LS	$ 9,000.00
" " 28	326 cy @ $155.	50,530.00
	TOTAL	$59,530.00

Truly,

Casandra G. Ross, Pres.

Casandra G. Ross, President
GERVAIS CONSTRUCTION, INC.

RECEIVED
AUG 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

A Minority Contractor

9873 40

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 5

TO: Stephen ~~Macnab~~
Specifications Engineer

DATE: 6 - 28 - 84

FROM: Design Supervisor

SUBJECT: Footpath and Bicycle Trail Quantities for:
S.W. Sunset Blvd. - S.W. Terwilliger Blvd. (Portland) Sec.
Beaverton - Hillsdale Highway
Multnomah County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM	UNIT	QUANTITY
Mobilization	All	All
Temporary Protection & Direction Of Traffic	All	All
Temporary Signs	Sq. Ft.	205
Temporary Barricades	Each	2
Temporary Plastic Safety Markers	Each	12
Flagger	Hour	200

(See Attached List)

Width Var. 5'-7'
Length 0.30 Mile

cc John Grassman
Cliff Laux
Bruce Walton
Don Trout

Versteeg
Anderson
Adams
Macnab
Edwards
Turpin
Trout
Wakerlig

RECEIVED
[illegible] 2 - 1984
ROAD DESIGN SECTION

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ROADWORK

Clearing and Grubbing	All	All
Removal of Structures and Obstructions	All	All
Removal of Striping	All	All
General Excavation	Cu.Yd.	508
Trench Excavation	Cu.Yd.	70
Finishing Roadbed and Slopes	All	All
Treated Base	Ton	340
Class "C" Asphalt Concrete	Ton	125
12-inch Storm Sewer Pipe	Lin.Ft.	424
Extra for Pipe Under Pavement	Lin.Ft.	45
Concrete Manholes	Each	1
Concrete Inlets, Type G-1	Each	1
Concrete Inlets, Type G-2	Each	1
Concrete Inlets, Type CG-1	Each	2
Inlet Grates, Type 2	Each	2
8-inch Drain Pipe	Lin.Ft.	414
Drain Backfill Material	Cu.Yd.	45
Concrete Curbs	Lin.Ft.	230
Concrete Barrier	Lin.Ft.	413

STRUCTURE

Bridge No. 16738		
Structure Excavation	Cu.Yd.	1,000
Special Wall Backfill	Cu.Yd.	610
Structural Concrete in Wall	Cu.Yd.	326
Reinforcement in Wall	Lb.	19,800

1873

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N

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

PROGRAM SECTION
JUL 3 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one R/D P/R
Act Disc Info File

Don Trout
Please inform Design Team & Specifications.
Wayne

June 28, 1984

Wayne Schulte
Federal Aid Specialist
ODOT-Metropolitan Region
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Re: S.W. Sunset Blvd. - SW Terwilliger Blvd. on SW Beaverton-Hillsdale Highway Preliminary Plans.

Dear Wayne,

We have resolved the sewer/wall conflict problems that I previously mentioned to you. This was done by conversations between our sewer engineers and your Salem design staff today.

Mike Bauer (796-5170) of our Bureau of Traffic Management had the following comments:

1. Recommend that no work be allowed that would affect the two west-bound traffic lanes between 3:30 p.m. and 6:00 p.m. One lane shall be maintained in each direction all other work hours.
2. The City of Portland has signal loops in S.W. Beaverton-Hillsdale Highway east of Sunset Boulevard; however, project as shown does not impact them.

Signed off plans are enclosed.

Terry Flink and I have begun discussing who will maintain the various elements of this project. Once he and I have identified those responsibilities, I will forward our agreement to you for formalizing.

Sincerely,

L. David Hill

L. David Hill, P.E.
Arterial Street Division
Bureau of Transportation Engineering
796-7156

LDH:jw

Enclosure

NOTED
KERRY . DAYTON

RECEIVED
JUL 5 1984
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Lincnab
Edwards
Turpin
Trout
Wakerlig

LV
SM

Do
Return to
Bring Up
Action

From Metro Schulte
Date 7/2/84
To Cobine
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comments "Approved As Noted" plan cover sheet and comments from C.O.P. for further handling. Metro Staff comments have been previously submitted.

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections, Details & Summary
2A	Temporary Protection And Direction Of Traffic
2B	Pipe Data & Details
3, 4	Plan & Profile

REGISTERED PROFESSIONAL ENGINEER
OREGON
DONALD B. ADAMS

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

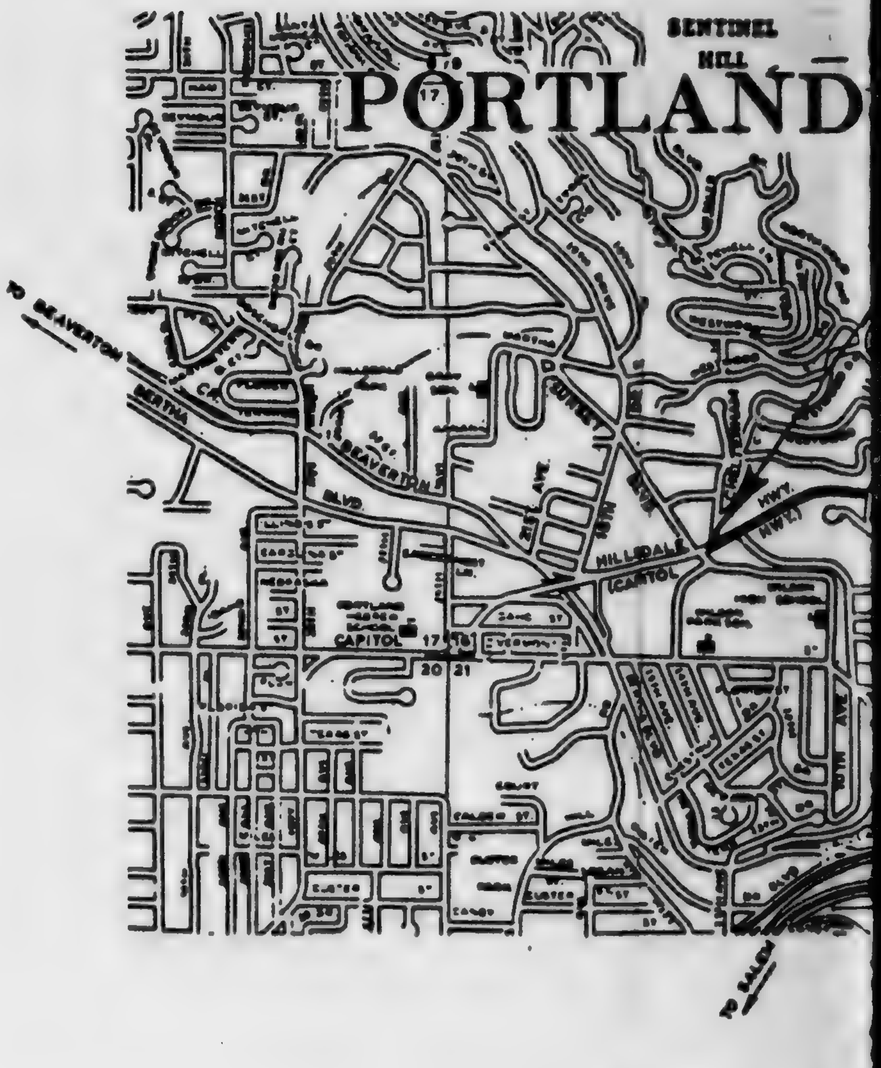
PLANS FOR PROPOSED

S.W. SUNSET BLVD. - S.W. TERWILLI

BEAVERTON - HILLSDA

MULTNOMAH COU

PRELIMINARY COPY
SUBJECT TO CHANGE


SENTINEL HILL
PORTLAND
TO BEAVERTON
BERTHA
BEAVERTON
BLVD.
HILLSDALE
CAPITOL
HWY.
TO SALEM

Sketch Map
Scale 0 1000 200

S.W. SUNSET BLVD - S.W. TERWILLIGER BLVD (PORTLAND) SEC. BEAVERTON-HILLSDALE HIGHWAY MULTNOMAH COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

ANS FOR PROPOSED PROJECT

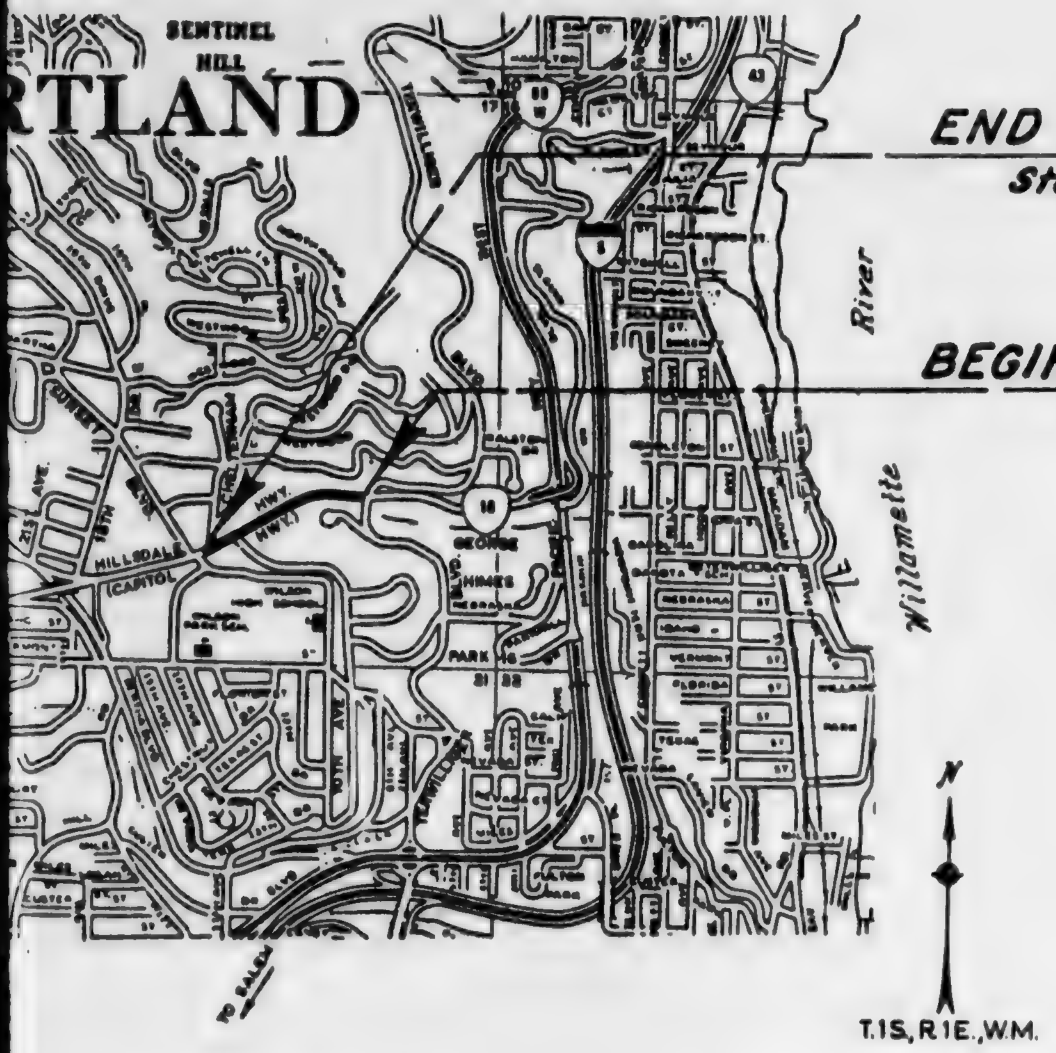
PRELIMINARY COPY
JUN 1 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

STATE

TERWILLIGER BLVD (PORTLAND) SEC.

TON - HILLSDALE HIGHWAY

MULTNOMAH COUNTY



END OF PROJECT
Sta. 19+00

BEGINNING OF PROJECT
Sta. 2+96.78

APPROVED AS NOTED
E. David Hill
Bureau of Transportation Engineering
For City of Portland
Date June 28, 1984

Sketch Map
Scale 0 1000 2000 Feet

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

7873

40

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

June 21, 1984

John Grassman
Transportation Bldg., Room 200
Salem, Oregon 97310

Dear John:

I'd like to follow up on our telephone conversation regarding the Beaverton-Hillsdale project, SW Sunset Boulevard to Terwilliger Boulevard.

The City of Portland strongly supports the improvement to this stretch of highway. This section of Beaverton-Hillsdale is a critical link in a bicycle network connecting the SW area with downtown Portland.

I understand that the cost of the project will be considerably higher than was originally anticipated. Given the steep terrain and narrow road in SW Portland, we feel that this is a very necessary improvement to create safe bicycle access to the Terwilliger bikepath via Beaverton-Hillsdale. The stretch within project boundaries is narrow and winding, and on-street bike lanes will greatly improve safety for bicyclists (and motorists).

We expect bicycle traffic to increase steadily on Beaverton-Hillsdale with the implementation of this project and others.

Sincerely,

Laurie Causgrove
Laurie Causgrove

LC:je

1 Versteeg ✓
Anderson
mail 9 Adams
Fineash
Edwards
Terpin
Trout
Wakerlig

RECEIVED
JUN 2[illegible]
ROAD DESIGN
SECTION

Do
Re
Bring
Action

NOTED
J. GRASSMAN

RECEIVED
JUN 25 1984
LOCATION
SECTION

1984 Nehalem Slide Sec, Oregon 9874
Coast Hwy. in Nehalem.
(gr, pav)

9874

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-146	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER		State OREGON
MODIFICATION NUMBER 3		County TILLAMOOK
		Project Number F-2-5(12)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-29-90

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 739,429	$ 706,837
Federal funds	$ 651,806	$ 622,635
Other revisions		

This modification is made for the following reasons: TO RELEASE FEDERAL FUNDS FOR USE ON OTHER PROJECTS.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

~~By~~ FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 30, 1989

FEDERAL AID PROJECT NO. F-2-5(12)

NEHALEM SLIDE (NEHALEM) SECTION
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SLIDE REPAIR (STA. 33+75 TO STA. 51+40)

Subtotal as on previous estimate of 12/5/86		$	715,739.00
Credit for Sewer Work (NTCSA)			(22,845.00)
Remove and Replace Dock (Retain in Reserve)			3,000.00
	Engineering		405.00
	Subtotal	$	696,299.00
Lump Sum Deobligation			(33,092.00)
	Total	$	663,207.00

Length of Project -----------0.00 mi.

RETAIN IN RESERVE

Slide Correction	All Required	$	25,000.00
Restore Co. Rd. Detour Road	All Required		10,000.00
Replace Scoured Riprap	All Required		3,000.00
	Subtotal	$	38,000.00
	Engineering		5,130.00
	Total	$	43,130.00

NONPARTICIPATING WORK
STATE

Total as on previous estimate	$	500.00

SUMMARY OF FUNDS (88.15%)

TYPE CODE	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
SFTY	010	$ 663,207.00	$ 584,616.00	$ 78,591.00
Retain in Res.	010	43,130.00	38,019.00	5,111.00
Nonparticipating	---	500.00	---	500.00
TOTAL		$ 706,837.00	$ 622,635.00	$ 84,202.00

Subjob 010: 0-%; 011: 100%
Contract No. 9,874
Prefix: C029-1986 (P.E.)
C09874

DDB:bkw

9879

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
12-322

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State
Oregon

County
Tillamook

Project Number
F-2-5(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 767,789	$ 739,429
Federal funds	$ 676,805	$ 651,806
Other revisions		

This modification is made for the following reasons: To release 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Pot

Manager, Program Section
(Title)

XRX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 5, 1986

FEDERAL AID PROJECT NO. F-2-5(12)

NEHALEM SLIDE (NEHALEM) SECTION
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SLIDE REPAIR (STA. 33+75 TO STA. 51+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	$ 10.00	3,000	$ 30,000.00	1,162	$ 11,620.00
Trench Excavation	10.00	3,630	36,300.00	3,392	33,920.00
1"-0 Aggregate Base	8.75	4,650	40,687.50		33,503.75
			$106,987.50		$ 79,043.75

Decrease	$ 27,943.75
Subtotal from estimate of Sept. 18, 1985	662,515.37
Subtotal	$ 634,571.62
Engineering	81,167.38
	$ 715,739.00
Credit for Sewer Work (NTCSA)	(22,845.00)
Total	$ 692,894.00
Length of Project	0.0 mi.
RETAIN IN RESERVE	
Total from estimate of August 16, 1984	$ 46,535.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Slide Repair	010	$ 692,894.00	$ 610,786.00	$ 82,108.00
Retain in Reserve	010	46,535.00	41,020.00	5,515.00
Total		$ 739,429.00	$ 651,806.00	$ 87,623.00

Group 1: 100%
Contract No. 9874
Prefix: 29-1986 (P.E.)
Prefix: C9874

NEHALEM SLIDE (NEHALEM)
OREGON COAST HIGHWAY

Nonparticipating - State Work	All Required	$	500.00

RLC:bkb

9874

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-81		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County TILLAMOOK
MODIFICATION NUMBER 1	10-15-85	Project Number F-2-5(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 709,598.00	$ 767,789.00
Federal funds	$ 625,510.00	$ 676,805.00
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 18, 1985

FEDERAL AID PROJECT NO. F-2-5(12)

NEHALEM SLIDE (NEHALEM) SECTION
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SLIDE REPAIR (Sta. 33+75 to Sta. 51+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	Cu.Yd. 3.70	26,350	$ 97,495.00	31,713	$117,338.10
Class "C" Asphalt Concrete	Ton 38.00	2,000	76,000.00	2,661.79	101,148.02
Filter Blanket	Cu.Yd. 11.00	900	9,900.00	2,100	23,100.00
			$183,395.00		$241,586.12

Increase	$ 58,191.12
SUBTOTAL from Estimate of August 6, 1984	604,324.25
Subtotal	$ 662,515.37
Engineering	81,583.63
	$ 744,099.00
Credit for Sewer Work (NTCSA)	(22,845.00)
Total	$ 721,254.00

Length of Project ------------------ 0.0 mile

RETAIN IN RESERVE

Slide Correction	All Required	$ 25,000.00
Remove and Replace Dock	All Required	3,000.00
Restore Co. Rd. Detour Road	All Required	10,000.00
Replace Scoured Riprap	All Required	3,000.00
	SUBTOTAL	$ 41,000.00
	Engineering	5,535.00
	TOTAL	$ 46,535.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Slide Repair	$721,254.00	$635,785.00	$ 85,469.00
SUBTOTAL	$721,254.00	$635,785.00	$ 85,469.00
Retain in Reserve	46,535.00	41,020.00	5,515.00
TOTAL	$767,789.00	$676,805.00	$ 90,984.00

Group 1: 100%
Contract No. 9874
Prefix: 29-1986 (P.E.)
Prefix: C9874

NEHALEM SLIDE (NEHALEM)
OREGON COAST HIGHWAY

Nonparticipating - State Work	All Required	$ 500.00

RLC:pf

9874

TO BE COMPLETED BY FHWA

8-211

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

7-3-84

STATE Oregon

COUNTY Tillamook

PROJECT NO. F-2-5(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Nehalem Slide (Nehalem) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-3-84	0.0

OTHER *(Specify)*

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 709,598.00	**FEDERAL FUNDS** $ 625,510.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne Malone
Manager, Program Section
(Title)
By For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 8-20-84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 16, 1984

FEDERAL AID PROJECT NO. F-2-5(12)

Nehalem Slide (Nehalem) Section
Oregon Coast Highway
Tillamook County

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Slide Repair (Sta. 33+75 to Sta. 51+40)

Mobilization	Lump Sum	All	Lump Sum	$ 50,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	10,000.00
Temporary Signs	Sq. Ft.	666	7.00	4,662.00
Temporary Barricades	Each	10	200.00	2,000.00
Temporary Guard Rail, Type 2A, Reflectorized	Lin. Ft.	625	15.00	9,375.00
Temporary Plastic Safety Markers	Each	6	100.00	600.00
Temporary Reflective Pavement Markers	Each	65	5.00	325.00
Flaggers	Hour	3,000	10.00	30,000.00
Pilot Car	Hour	200	1.00	200.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	25,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,500.00
Ditch Excavation	Cu. Yd.	390	6.00	2,340.00
General Excavation	Cu. Yd.	26,350	3.70	97,495.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	8,000.00
Trench Excavation	Cu. Yd.	3,630	10.00	36,300.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	3,000.00
Watering	M-Gal.	100	10.00	1,000.00
1" - 0 Aggregate Base	Ton	4,650	8.75	40,687.50
Class "C" Asphalt Concrete	Ton	2,000	38.00	76,000.00
Concrete in Ditch	Cu. Yd.	27	250.00	6,750.00
12-inch Culvert Pipe	Lin. Ft.	94	23.50	2,209.00
72-inch Culvert Pipe	Lin. Ft.	262	112.00	29,344.00
12-inch Storm Sewer Pipe	Lin. Ft.	448	28.00	12,544.00
15-inch Storm Sewer Pipe	Lin. Ft.	148	32.50	4,810.00
18-inch Storm Sewer Pipe	Lin. Ft.	206	35.00	7,210.00
6-inch Sanitary Sewer Pipe	Lin. Ft.	6	27.50	165.00
15-inch Sanitary Sewer Pipe	Lin. Ft.	576	20.00	11,520.00
Extra for Pipe Under Pavement	Lin. Ft.	52	20.00	1,040.00
Granular Backfill	Cu. Yd.	150	16.00	2,400.00
Concrete Manholes	Each	4	1,000.00	4,000.00

Type CG-2 Inlets	Each	6	750.00	4,500.00
Type G-2 Inlets	Each	2	700.00	1,400.00
Type G-2M Inlets	Each	1	750.00	750.00
Special Filter Material in Drains	Cu. Yd.	972	20.00	19,440.00
Concrete Curbs	Lin. Ft.	1,240	7.00	8,680.00
Extra for Asphalt Approaches	Each	6	200.00	1,200.00
Geotextile Fabric in Stabilization	Sq. Yd.	4,400	1.75	7,700.00
Loose Riprap, Class 100	Cu. Yd.	245	11.75	2,878.75
Grouted Riprap	Cu. Yd.	45	40.00	1,800.00
Keyed Riprap, Class 800	Cu. Yd.	2,900	15.50	44,950.00
Filter Blanket	Cu. Yd.	900	11.00	9,900.00
Delineators, Type 2	Each	16	24.00	384.00
Remove, Reinstall and Salvage Illumination Poles and Eluminaires	Lump Sum	All	Lump Sum	4,000.00
Seeding, Fertilizing, Mulching and Tacking	Acre	3	1,200.00	3,600.00
Erosion Netting	Sq. Yd.	4,665	1.00	4,665.00
				$ 597,324.25

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,500.00
Temporary Pavement Striping	All Required	1,500.00
Temporary Erosion Control	All Required	4,000.00
		$ 7,000.00
	Subtotal	$ 604,324.25
	Engineering	81,583.75
		$ 685,908.00
Credit for sewer work (NTCSA)		(22,845.00)
	Total	$ 663,063.00

Length of project ------------ 0.0 mi.

RETAIN IN RESERVE

Slide Correction	All Required	$ 25,000.00
Remove and Replace Dock	All Required	3,000.00
Restore Co. Rd. Detour Road	All Required	10,000.00
Replace Scoured Riprap	All Required	3,000.00
	Subtotal	$ 41,000.00
	Engineering	5,535.00
		$ 46,535.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Slide Repair	$663,063.00	$584,490.00	$78,573.00
Subtotal	$663,063.00	$584,490.00	$78,573.00
Retain in Reserve	46,535.00	41,020.00	5,515.00
	$709,598.00	$625,510.00	$84,088.00

Group 1: 100%
Contract No. 9874
Prefix: 29-1986 P.E.
Prefix: 29-1022

Nehalem Slide (Nehalem)
Oregon Coast Highway
Nonparticipating - State Work

State Responsibility for Damages All Required $ 500.00

WH:me

9872 jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 3	COUNTY Tillamook	DIVISION Oregon
DATE OF REPORT 6/2/87	REPORT MADE BY D. B. Carter, Area Engineer David B Carter		PROJECT NO. F-2-5(12)
COMPLETION DATE (Actual) 7/3/85	ACCEPTANCE DATE BY CONRTACT AGENCY 9/25/86	TIME ELAPSED 227.5 / 250 91 %	CONTRACT TIME 250 Calendar Work Days

LOCATION

Oregon Coast Highway in the community of Nehalem, Tillamook County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NEHALEM SLIDE (NEHALEM) SECTION
OREGON COAST HIGHWAY
Grading and Paving

This project provided for the stabilizing of a slide area and restoration of approximately 1765 feet of the Oregon Coast highway.

The final cost of the original contract bid items was $620,551.62, or a 3.9 percent overrun of the contract bid amount of $597,324.25. The final cost of the project including all engineering and changes was $740,350.50. A copy of the Statement of Overruns and Underruns is attached to the Division Office copy of this report.

All participating work has been completed.

All signing and striping is complete.

A final inspection of the completed work was made on July 10, 1985.

- DBC -

RECEIVED
STATE HWY ENGR
JUN 9'87
REFER TO Fredrickson
FOR
info Inves R/E

cy 6/16

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 6/5/87	TITLE District Engineer	DATE 6/9/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

October 7, 1986

CON 5 - #9874

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington Street
Portland, OR 97205

On October 6, we wrote to you concerning release of final payment on Contract No. 9874 awarded to Fred H. Slate Co. for work on the Nehalem Slide (Nehalem) Section of the Oregon Coast Highway in Tillamook County.

Final payment on this contract is $9,592.45 and the total contract amount is $631,215.01 including $649.70 for work performed under force account.

George Bell
Assistant Director

cgc

cc: Fred H. Slate Co.
P.O. Box 19238
Portland, OR 97219

Great American Insurance Company
Pacific NW Regional Office
P.O. Box 21109
Seattle, WA 98111

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9874

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9874

TO: Commission Services

DATE: September 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9874, On Site Work Substantially Completed July 3, 1985
All Work Completed	November 14, 1985
Project	Nehalem Slide (Nehalem)
Highway	Oregon Coast
County	Tillamook
Type of Work	Grading and Paving
Contractor	Fred H. Slate Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-6-86 - Surety letter written.

RECEIVED
OCT 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9874

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: July 29, 1985

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-2-5(12)

Contract 9874, Work Completed July 3, 1985

Project Nehalem Slide (Nehalem)

Highway Oregon Coast

County Tillamook

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 10, 1985

G. K. [illegible]

for Dale E. Wilken
Division Administrator

BMW:mk

cc: H. S. Coulter ✓
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
AUG -6 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FIELD ENGINEER

WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

JOB Nehalem Slide (Nehalem)		WEEK ENDING July 20, 1985
		SECTION PREFIX "C"9874/000
	HIGHWAY Oregon Coast	COUNTY Tillamook
NAME OF JOB Nehalem Slide (Nehalem)	KIND OF WORK Grade, Pave	
CONTRACTOR Fred H. Slate Co.	CONTRACT NUMBER 9874	FEDERAL AID PROJECT NUMBER F-2-5(12)
DATE OF CONTRACT July 31, 1984	DATE WORK STARTED August 2, 1984	ESTIMATED COMPLETION DATE b) 7-85
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS b) 250	CALENDAR DAYS USED b) 227.5
PROJECT AUTHORIZATION $ 733,010.52	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED b) 91
EXCLUSIVE OF ENGINEERING $ 674,886.34	ENGINEERING AUTHORIZATION $58,124.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95
EST COST OF COMPLETE PROJ EXCLUSIVE OF ENGINEERING $ 697,896.27	ENGINEERING COST TO DATE: $89,972.07	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 3 %	PERCENT OF AUTHORIZATION 155 %	DATE PROJECT WAS COMPLETED Part (a) 9-24-84 Part (b) 7/3/85

ESTIMATED PERCENT COMPLETE (ROADWAY)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE			
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.3	.3			.3
MILES PARTIALLY COMPLETED	.3	0			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,350 cy	4,650 T			2,000 T
TOTAL QUANTITIES CORRECTED TO DATE	32,000 cy	4,650 T			2,661 T
ESTIMATED QUANITITIES MOVED OR PLACED TO DATE	31,062 cy	3,648 T			2,661 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	N/A	N/A			N/A
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14		0		
MONDAY 15		0		
TUESDAY 16		0		
WEDNESDAY 17		0		
THURSDAY 18		0		
FRIDAY 19		0		
SATURDAY 20		0		

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
OE___ JUL 22 1985 FE___ CP___
CA___ FQC___
CAM___ CONSTRUCTION CCS___
EEO___ SECTION FILE___

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P. O. Box 14030, Salem, Oregon 97310

In Reply Refer to
File No.

September 12, 1984

The Honorable Dell Isham, State Senator, District #2
3231 West Devils Lake Road
Lincoln City, OR 97367

In regards to your letter of September 5, 1984, we are also concerned about the disruption of traffic on Highway 53 and on Highway 101, not only at Mohler Road, but through the entire construction area from Wheeler to Nehalem. The flaggers have been stationed at the Mohler Road intersection to allow the safe movement of traffic, not only for the tourists, but also for local traffic. Traffic has had complete access to Mohler Road with the exception of one short period lasting approximately one hour, to construct the new connection to Highway 101, and several shorter periods of 10 to 15 minutes allowing other work to be completed.

We will, however, attempt to minimize traffic disruption to the lowest level that will permit the safe flow of traffic on Highway 101 and Highway 53 while still permitting the construction work to continue to completion. We will also be more careful about blocking the view of the Nehalem Bay Winery sign.

By copy of this letter, we are advising the contractors of our concerns in these matters.

Duane O. Christensen

Duane O. Christensen, P.E.
Regional Engineer

/mjn

cc: Hamilton Construction Co.
Fred H. Slate Co.
James W. Fowler Co., Inc.
Pat McCoy
✓Fred Miller
H. S. Coulter
L. E. George
Bill Piete

RECEIVED
DOT DIRECTOR

SEP 18 '84

REFER TO
Ruley

FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

Form 734-3122

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

/

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nehalem Slide (Nehalem)

WEEK ENDING: July 20, 1985

SECTION PREFIX: "C"9874/000

HIGHWAY: Oregon Coast

COUNTY: Tillamook

NAME OF JOB: Nehalem Slide (Nehalem)

KIND OF WORK: Grade, Pave

CONTRACTOR: Fred H. Slate Co.

CONTRACT NUMBER: 9874

FEDERAL AID PROJECT NUMBER: F-2-5(12)

DATE OF CONTRACT: July 31, 1984

DATE WORK STARTED: August 2, 1984

ESTIMATED COMPLETION DATE: b) 7-85

AVERAGE FORCE ON PROJECT FOR THE WEEK.
MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS b) 250

CALENDAR DAYS USED b) 227.5

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED b) 91

PROJECT AUTHORIZATION. $ 733,010.52

EXCLUSIVE OF ENGINEERING $ 674,896.35

EST COST OF COMPLETE PROJ EXCLUSIVE OF ENGINEERING. $ 697,896.27

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 3 %

ENGINEERING AUTHORIZATION $58,124.18

ENGINEERING COST TO DATE $89,972.07

PERCENT OF AUTHORIZATION 155 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED Part (a) 9-24-84
Part (b) 7/3/85

ESTIMATED PERCENT COMPLETE (ROADWAY)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE			
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.3	.3			.3
MILES PARTIALLY COMPLETED	.3	0			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,350 cy	4,650 T			2,000 T
TOTAL QUANTITIES CORRECTED TO DATE	32,000 cy	4,650 T			2,661 T
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AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	N/A	N/A			N/A
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14		0		
MONDAY 15		0		
TUESDAY 16		0		
WEDNESDAY 17		0		
THURSDAY 18		0		
FRIDAY 19		0		
SATURDAY 20		0		

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
OE___ JUL 23 1985 FE___ CP___
CA___ FQC___
CAM___ CONSTRUCTION CCS___
EEO___ SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No Activity
MONDAY 15	No Activity
TUESDAY 16	No Activity
WEDNESDAY 17	No Activity
THURSDAY 18	No Activity.
FRIDAY 19	No Activity.
SATURDAY 20	No Activity.

REMARKS

SUMMARY OF THIS WEEK'S ACTIVITIES.

No activity. Project Completed, pending semifinal estimate.
Last weekly report.

ANTICIPATED ACTIVITIES FOR NEXT WEEK:
No Activity.

SUMMARY OF UNDERRUNS OR OVERRUNS:
No change since last estimate.

SIGNED ____________ LOCATION Astoria
Hobert D. Hicks

[illegible] SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

OMI

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P. O. Box 14030, Salem, Oregon 97310

In Reply Refer to
File No.

September 12, 1984

The Honorable Dell Isham, State Senator, District #2
3231 West Devils Lake Road
Lincoln City, OR 97367

In regards to your letter of September 5, 1984, we are also concerned about the disruption of traffic on Highway 53 and on Highway 101, not only at Mohler Road, but through the entire construction area from Wheeler to Nehalem. The flaggers have been stationed at the Mohler Road intersection to allow the safe movement of traffic, not only for the tourists, but also for local traffic. Traffic has had complete access to Mohler Road with the exception of one short period lasting approximately one hour, to construct the new connection to Highway 101, and several shorter periods of 10 to 15 minutes allowing other work to be completed.

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By copy of this letter, we are advising the contractors of our concerns in these matters.

Duane O. Christensen

Duane O. Christensen, P.E.
Regional Engineer

/mjn

cc: Hamilton Construction Co.
Fred H. Slate Co.
James W. Fowler Co., Inc.
Pat McCoy
✓Fred Miller
H. S. Coulter
L. E. George
Bill Piete

RECEIVED
DOT DIRECTOR
SEP 18 '84
REFER TO
Ruley
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓						

Form 734-3122

DELL ISHAM
Lincoln, Tillamook;
portions of Washington, Yamhill,
Polk, Benton and Lane Counties
DISTRICT 2

REPLY TO ADDRESS INDICATED:
☐ Senate Chamber
Salem, Oregon 97310
☒ 3231 W. Devils Lake Road
Lincoln City, Oregon 97367

OREGON STATE SENATE
SALEM, OREGON
97310

September 5, 1984

D.O. Christensen
Regional Engineer
205 E. Salem Highway
2960 E. State Street
Salem OR 97310

Dear Mr. Christensen:

I am very concerned about the disruption of commerce that is taking place at the intersection of Highway 101 and Highway 53 in north Tillamook County. I recognize this construction is essential to the completion of the approach to the new Nehalem Bay bridge and I am pleased that this work is going on, but nevertheless, it is having an unnecessarily detrimental effect on businesses located on Highway 53 in Mohler.

The business most adversely affected is the Nehalem Bay Winery, which is dependent on tourist traffic. At times this intersection has been completely blocked with flaggers preventing traffic altogether on Highway 53 and with construction equipment blocking the directional signs to the winery. The Highway Division has been very cooperative in the past in helping the traveling public find the wineries in Oregon which are located off the main highways. As with many tourist-oriented coastal businesses the summer season is essential for survival. Since this construction work will continue through October, this blockage of tourist traffic to the winery could result in financial disaster for the owner, Pat McCoy.

Mr. McCoy has been supportive and helpful to the Highway Division regarding other highway projects and I am personally requesting that you alleviate as much as possible the traffic flow difficulties that he is experiencing because of the construction work. Please also communicate my concern to the private contractors that are involved. I would appreciate your personal attention in this matter and your response directly to me. Thank you very much for your cooperation.

Sincerely,

Dell Isham
DELL ISHAM
State Senator
District #2

REFER TO
Schwartz
BY STATE HWY. ENGR.
F.Y.I.

NOTED
W. E. SCHWARTZ

NOTED
E. S. HUNTER

DI/ka
cc: Fred Miller
Scott Coulter
Bud George
Pat McCoy

August 8, 1984

CON 5

Fred H. Slate Company
P.O. Box 19238
Portland, OR 97219

#9874

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9874 for work on the Nehalem Slide (Nehalem) Section of the Oregon Coast Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk
Enclosure

cc: Great American Insurance Company
Pacific NW Regional Office
P.O. Box 21109
Seattle, WA 98111

Wells-Rood-Wood-West Co.
415 Morgan Bldg.
720 SW Washington
Portland, OR 97205

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Duane Christensen
Bill Piete

FRED H. SLATE CO.
GENERAL CONTRACTORS

ELTON D. SLATE
JAMES N. LEINBACH

7805 S.W. 40th AVENUE P.O. BOX 19238 PORTLAND, OREGON 97219 503 246-4217

July 27, 1984

Office of Commission Services
Room 121 Transportation Building
Salem, Oregon 97310

Gentlemen:

Reference is made to Nehalem Slide (Nehalem) Section, Oregon Coast Highway, Tillamook County.

Our WBE subcontractor for the above project is:

NORTHWEST HYDRO-MULCHERS, INC.
31825 SE Crown Point Highway
Troutdale, OR 97060
Telephone No. 695-5200

Bid Items are:

44.	Seeding, Fertilizing, Mulching and Tacking	3 Acres	@ $ 1,200.00	$ 3,600.00
45.	Erosion Netting	4,665 Sq.Yds.	@ 1.00	4,665.00
				$ 8,265.00

Yours very truly

James N Leinbach

James N. Leinbach
Partner

RECEIVED
JUL 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

WE ARE AN EQUAL OPPORTUNITY EMPLOYER

FRED H. SLATE CO.
GENERAL CONTRACTORS

ELTON D. SLATE
JAMES N. LEINBACH

7805 S.W. 40th AVENUE P.O. BOX 19238 PORTLAND, OREGON 97219 503 246-4217

July 27, 1984

Office of Commission Services
Room 121 Transportation Building
Salem, Oregon 97310

Gentlemen:

Reference is made to Nehalem Slide (Nehalem) Section, Oregon Coast Highway, Tillamook County.

Our DBE subcontractor for the above project is:

ARROW BROTHERS CORP.
9450 SW Commerce Circle
Wilsonville, OR 97070
Telephone No. 682-2100

Bid Items are:

1.	Mobilization	Lump Sum			$ 1,500.00
2.	Temporary Protection and Direction of Traffic	Lump Sum			3,000.00
3.	Temporary Signs	666 Sq.Ft.	@	$ 7.00	4,662.00
4.	Temporary Barricades	10 each	@	200.00	2,000.00
5.	Temporary Guard Rail, Type 2, Reflectorized	625 Lin.Ft.	@	15.00	9,375.00
6.	Temporary Plastic Safety Markers	6 each	@	100.00	600.00
		Total			$ 21,137.00

Yours very truly

James N Leinbach

James N. Leinbach
Partner

RECEIVED
JUL 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

WE ARE AN EQUAL OPPORTUNITY EMPLOYER

GV14

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

July 25, 1984

Mr. J. K. Johnson
Manager
North Tillamook County
  Sanitary Authority
PO Box 218
Nehalem, Or 97131

Sanitary Sewer Reconstruction
Nehalem Slide (Nehalem) Section
Oregon Coast Highway
Tillamook County
Project No. F-25(12)

Dear Mr. Johnson:

Bids will be received by the Oregon Transportation Commission on the above-titled project on July 26, 1984. The Oregon State Highway Division (OSHD), at the request of the North Tillamook County Sanitary Authority (NTCSA) has agreed to include the reconstruction of 620 lineal feet of 15-inch sanitary sewer line as part of the highway reconstruction project for Nehalem Slide (Nehalem) Section of the Oregon Coast Highway. The installation is as shown on the attached project construction plan Sheets No. 2A, 3 and 3A.

The proposed 15-inch sanitary sewer installation will be on State highway right of way and replaces facilities destroyed by slide that were located on State highway right of way, therefore, pursuant to State policies and procedures, the cost of the work shall be paid by the NTCSA.

Your letter of May 22, 1984, advised that NTCSA would supply the following materials:

1. All manhole frames and lids
2. The 12-inch ductile iron stub, blind flange, bolts and gaskets for the manhole at Station 40+60.

Your letter of May 22, 1984, requested that the OSHD's contractor supply the following materials:

1. Approximately 620 lineal feet of 15-inch PVC ASTM D-3034 sewer pipe.
2. One 6 x 15 inch PVC sewer tee.
3. Ten feet of 6-inch PVC ASTM D3034 sewer pipe and PVC cap or plug for same
4. Three concrete manholes
5. Four PVC concrete manhole adapters (GPK Products, available from United Pipe & Supply, Portland, or other approved pipe.)

The installation of the sanitary sewer facilities is contained in the OSHD contract documents under Bid Items 15, 26, 27, 29 and 30. Copies of the portions of the contract documents pertaining to the sanitary sewer line installation are attached. The preliminary estimated cost of the sewer line installation is as follows:

15.	Trench Excavation	576	C.Y.	@ 15.00	= $	8,640.00
26.	6-inch Sanitary Sewer pipe	6	L.F.	@ 20.00	=	120.00
27.	15-inch Sanitary Sewer pipe	576	L.F.	@ 25.00	=	14,400.00
29.	Granular Backfill	150	C.Y.	@ 20.00	=	3,000.00
30.	Concrete Manholes	3	Ea.	@ 1,200	=	3,600.00
	Total Estimated Cost				= $	29,760.00

The Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction cost, that the cost of non-highway construction (your 15-inch sanitary sewer line in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The Oregon State Highway Division will be administering the contract for this project, therefore, the NTCSA will be required to forward payment to the Oregon State Highway Division before the work is started.

Upon award of the State's contract for the subject project, the NTCSA will be advised of the low bid prices for the installation of the 15-inch sanitary sewer line as submitted by the accepted low bid contractor. It is not anticipated that the sanitary sewer work will be accomplished during the early stages of construction. NTCSA will be advised when the sanitary sewer work is scheduled and advanced payment will be requested just prior to the work being done.

If the terms set forth above, for the installation of your 15-inch sanitary sewer line are acceptable to the NTCSA, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

APPROVED

NORTH TILLAMOOK COUNTY SANITARY AUTHORITY

Date____________________________

BY____________________________

Title____________________________

JMC/nv
bc: E. S. Hunter
Gary A. Potter
Jan Peterson
Duane Christensen
Bill Piete
Jerry Miller

9874.

7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 13, 1984
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project F-2-5(10)
Nehalem Slide (Nehalem) Section
Oregon Coast Highway
Deviation from Standards

We have reviewed Mr. Adams' July 6, 1984 request for a deviation from standards on the subject project. He proposes to use 6 foot shoulders in this section because:

1. The reduced shoulder width will improve the slide correction design.
2. As this section abuts the Nehalem business district (parking) at the north end, the narrower shoulders would discourage parking and thereby reduce congestion.
3. The 6 foot shoulders would adequately accomodate bicycles.

This letter will confirm our earlier concurrence in the reduced shoulder width design.

Sincerely yours,

G.K. H[illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (D R Adams)
OSHD (G Potter)

cy
Bollman

RECEIVED
STATE HWY ENGR
JUL 18 '84
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

July 6, 1984

DES 16

RECEIVED
STATE HWY ENGR

JUL 9 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, Oregon 97301

Nehalem Slide (Nehalem) Section
Oregon Coast Highway
Tillamook County

NOTED
E. S. HUNTER

This is to request an exception to the minimum standards for shoulder widths. The design criteria is set forth in the "Geometric Design Standards for Highways Other Than Freeeways, AASHTO 1969" as revised February 1, 1970.

This is a slide correction project which will reconstruct 1,765' of roadway. The existing A.D.T. is 4,500. The adjacent section to the South, has 12' travel lanes and 4' shoulders. The section to the North has 16' travel lanes and 8' gravel shoulders for parking. There are no long term projects planned for these sections.

I propose to construct 12' lanes and 6' shoulders to accommodate bicycles. Due to the mountainous terrain the reduced shoulders will improve the slide correction design. The reduced shoulders will reduce traffic congestion by discouraging parking and will closely match the existing shoulders to the South.

We solicit your concurrence, that it is in the public's interest to construct the 6' shoulders.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

DRA/cm

BC: H. S. Coulter
E. S. Hunter
C. O. Fredrickson
N. L. Henry
J. L. Gaither

98 74

RECEIVED
STATE HWY ENGR
JUL 10 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

July 9, 1984

NOTED
E. S. HUNTER
TJ

Mr. J. K. Johnson
Manager
North Tillamook County
Sanitary Authority
PO Box 213
Nehalem, Or 97131

Sanitary Sewer Reconstruction
Nehalem Slide (Nehalem) Section
Oregon Coast Highway
Tillamook County
Project No. F-25(12)

Dear Mr. Johnson:

Bids will be received by the Oregon Transportation Commission on the above-titled project on July 26, 1984. The Oregon State Highway Division (OSHD), at the request of the North Tillamook County Sanitary Authority (NTCSA) has agreed to include the reconstruction of 620 lineal feet of 15-inch sanitary sewer line as part of the highway reconstruction project for Nehalem Slide (Nehalem) Section of the Oregon Coast Highway. The installation is as shown on the attached project construction plan Sheets No. 2A, 3 and 3A.

The proposed 15-inch sanitary sewer installation will be on State highway right of way and replaces facilities destroyed by slide that were located on State highway right of way, therefore, pursuant to State policies and procedures, the cost of the work shall be paid by the NTCSA.

Your letter of May 22, 1984, advised that NTCSA would supply the following materials:

1. All manhole frames and lids
2. The 12-inch ductile iron stub, blind flange, bolts and gaskets for the manhole at Station 40+60.

Your letter of May 22, 1984, requested that the OSHD's contractor supply the following materials:

1. Approximately 620 lineal feet of 15-inch PVC ASTM D-3034 sewer pipe.
2. One 6 x 15 inch PVC sewer tee.
3. Ten feet of 6-inch PVC ASTM D3034 sewer pipe and PVC cap or plug for same
4. Three concrete manholes
5. Four PVC concrete manhole adapters (GPK Products, available from United Pipe & Supply, Portland, or other approved pipe.)

The installation of the sanitary sewer facilities is contained in the OSHD contract documents under Bid Items 15, 26, 27, 29 and 30. Copies of the portions of the contract documents pertaining to the sanitary sewer line installation are attached. The preliminary estimated cost of the sewer line installation is as follows:

15.	Trench Excavation	57.6	C.Y.	@ 15.00	= $	8,640.00
26.	6-inch Sanitary Sewer pipe	6	L.F.	@ 20.00	=	120.00
27.	15-inch Sanitary Sewer pipe	576	L.F.	@ 25.00	=	14,400.00
29.	Granular Backfill	150	C.Y.	@ 20.00	=	3,000.00
30.	Concrete Manholes	3	Ea.	@ 1,200	=	3,600.00
	Total Estimated Cost				= $	29,760.00

The Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction cost, that the cost of non-highway construction (your 15-inch sanitary sewer line in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The Oregon State Highway Division will be administering the contract for this project, therefore, the NTCSA will be required to forward payment to the Oregon State Highway Division before the work is started.

Upon award of the State's contract for the subject project, the NTCSA will be advised of the low bid prices for the installation of the 15-inch sanitary sewer line as submitted by the accepted low bid contractor. NTCSA will be requested at that time to forward a check to cover the cost of the sewer line installation.

If the terms set forth above, for the installation of your 15-inch sanitary sewer line are acceptable to the NTCSA, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

APPROVED

NORTH TILLAMOOK COUNTY SANITARY AUTHORITY

Date____________________________

BY____________________________

Title____________________________

JMC/nv
~~bcc~~ E. S. Hunter
Gary A. Potter
Jan Peterson
Duane Christensen
Bill Piete
Jerry Miller

9874SC

1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-5(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30093

7-3-84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig w/ att. to 720

RECEIVED
STAT. HWY ENGR
JUL 19 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Ret	File

7. DATE AUTHORIZATION EFFECTIVE 7-3-84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Nehalem Slide (Nehalem) Section

11. GENERAL DESCRIPTION OF WORK
Slide Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 7-3-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6/29/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,017,840 Federal Funds $897,225.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 7-3-84

15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken

16. TITLE [redacted] Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9374

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 29, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Right-of-Way Clearance
Nehalem Slide Section
Federal-Aid Project No. F-2-5(12)
Oregon Coast Highway
Tillamook County

I hereby request a public interest finding concerning the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contractor's working restrictions immediate occupancy and use at the anticipated advertising date). I will be requesting PS&E approval and obligation for this project on July 3, 1984 for a July 26, 1984 bid opening.

OSHD Engineers feel it is in the public interest to advertise this project without the right of way being clear. There are two files involved which will be in the State's physical possession by September 18, 1984. The area of these files is shown on sheet 2E of the contract plans and the contractor will be alerted to the restriction in the Contract Special Provisions.

The contractor will be required to excavate approximately 19,000 c.y. of material right of Station 36+00 to Station 40+00 by September 30, 1984 and construct the required drainage ditches. Excess material will be disposed of in the mandatory disposal area which requires the extension of an existing 72-inch culvert. This culvert must be extended by September 15, 1984 since the Fish & Game Commission will not approve of work in the stream beyond that date.

Considerable work must be accomplished before the end of September, which is all outside the area involved in the right of way restriction, and if the bid opening is delayed to a later date, the work of unloading the slide and constructing drainage would not be completed before the winter season.

CL:me
cc: S. Macnab
Rod Henry
General Files

Form 734-3122

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N E
Salem, Oregon 97301

April 12, 1984
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-2-5(10)
Nehalem Slide Proposed Disposal Site

We have reviewed Mr. Hunter's April 2, 1984 letter which presented an evaluation of the potential impacts that can be expected with the use of the subject site for disposal of the excess materials from the Nehalem slide. The material would fill in a ravine along Neahkahnie Creek, removing streambank vegetation of red alder and salmonberry along with a few large cedars and Sitka spruce. Approximately 0.3 acres of riparian wetlands would be filled. He indicates that these impacts have been studied and approved by the Oregon Department of Fish and Wildlife, and that although the wetlands are fairly high in value, the amount affected is small and the impacts will not be significant.

He also points out that the disposal area is on the inside of a hazardous curve at the entrance to Manzanita and could provide for a future realignment project eliminating (or at least reducing) this existing condition.

We concur that this site is an appropriate disposal site and does not alter the existing categorical exclusion classification for this project. This concurrence should not be considered approval for a future realignment nor will it eliminate the need to consider all reasonable alignments for some future improvement at this site.

Sincerely yours,

Original Signed By
J. K. HOSSNER
Field Operations
Engineer

Dale E. Wilken
Division Administrator

cc Adams
Versteeg
4-16-84

RECEIVED
TECHNICAL SERVICES
APR 15 '84
REFER TO
FOR
Info Invest R/D D/R Sign Act File

cc:
OSHD (E S Hunter)
OSHD (G Potter)

9874 —t

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N E
Salem, Oregon 97301

April 5, 1984
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

NOTED
E. S. HUNTER

Oregon Project F-2-5(10)
Nehalem Slide (Nehalem) Section
Disposal Site

In an April 4, 1984 letter, Mr. D. R. Adams proposes to establish a mandatory disposal site for the subject project. The site is an area inside a hazardous curve at the entrance from Highway 101 to Manzanita. Use of this site would require hauling the 33,000± cubic yards of excess material approximately two miles and would require the extension of an existing 72 inch pipe. Filling this area could provide for a future realignment project, improving the operation of this intersection.

We concur that this site is an appropriate disposal site and that it should be included in the subject project as a mandatory disposal site.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)
OSHD (D R Adams)

RECEIVED
TECHNICAL SERVICES
APR 30 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
APR 30 '84
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9374

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U. S. DEPARTMENT OF TRANSPORT[illegible]
FEDERAL HIGHWAY ADMINIST[illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-2-5(13)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Tillamook

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30093

4-5-84

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/5/84

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION: Nehalem Slide Correction

11. GENERAL DESCRIPTION OF WORK: Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ XX ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 3/12/84 I approve the program change to include acquisition of a mandatory waste area disposal site and you are authorized to proceed with the actual acquisition as shown on sketch map attached to your request at a TEC of $24,000, Federal Funds $21,156.

(See D. R. Adams' letter of 4/5/84 and my letter of 4/5/84 concurring in mandatory disposal site.)

RECEIVED
STATE HWY ENGR
APR 19 '84
REFER TO Potter
FOR
Info [illegible] [illegible] [illegible] [illegible] Act File

Orig to
4/19

14. DATE: 4/5/84

15. SIGNATURE OF APPROVING OFFICIAL: John W. Wickman

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9F74 9W

ROAD DESIGN SECTION

J. H. Versteeg
Road Design Engineer

April 4, 1984

Donald R. Adams
Final Design Engineer

Value Engineering Study
Nehalem Slide (Nehalem) Section
Oregon Coast Highway
Tillamook County

The team that studied this project for cost-effective design made the following recommendations:

1. Eliminate the stone embankment stabilization.
2. Eliminate the shoring wall.
3. Add a filter fabric membrane on the subgrade.

A potential savings of approximately $400,000 was estimated if these changes were made.

Our Geotechnical Engineers placed measuring devices in the slide area and have been monitoring them since January 1983. In February 1984 they completed a re-evaluation of the stabilization measures originally proposed. The design now proposed includes the Value Engineering recommendations.

The efforts of the Value Engineering Team assigned to study this project paid off rather handsomely. The project cost was reduced about $400,000 according to our last estimate.

DRA:sh
Attachment sh

#9874

9874

April 4, 1984

Value Engineering Study - Nehalem Slide (Nehalem) Sec., Oregon Coast Highway, Tillamook County.

SEE: RES 5 - Value Engineering

9874

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

April 4, 1984

In Reply Refer to
File No.: DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Nehalem Slide (Nehalem) Section
Oregon Coast Highway
Tillamook County

This letter is to request your concurrence that it is in the public's interest to establish a mandatory disposal site for this project. Three sites were considered:

1. The North Tillamook Sanitation District was rejected because it was filling in wetlands.
2. Deans Point Disposal Area is private development property. Our material is not suitable for the foundation they require.
3. The site we have chosen is a potential Oregon Coast Highway realignment project. This has been requested by the local government, but is not included in our Six-Year Program.

This site will require a 2-mile haul of 33,000 ± cubic yards, extension of a 72-inch pipe, and other minor construction items. It will allow us to dispose of excess material in a productive manner, so we request your concurrence.

J. H. Versteeg
Road Design Engineer

by

Donald R. Adams, P.E.
Final Design Supervisor

Attachment - Construction Plan
Sheet No. 2B

bc H. S. Coulter
E. S. Hunter
Norm Henry

NH:ja

RECEIVED
STATE HWY ENGR
APR 12 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

April 2, 1984

Dale E. Wilken, Division Administrator ENV 3
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Ongoing Project Evaluation
Nehalem Slide Correction
Oregon Coast Highway
Tillamook County
F-2-5(-)

Since the Project Environmental Classification was approved for the subject project, a proposed disposal site for waste material from the slide has been developed. The proposed site is in a ravine along a potential highway realignment project at Manzanita Junction.

Although there is no current project for this realignment, the need for improvement has long been recognized. The proposed waste disposal project would appear to serve not only the immediate need to dispose of excess slide material, but would also provide material for a future realignment project.

As indicated in the attached memo, the proposed waste site has been evaluated and potential impacts have been discussed with the Oregon Department of Fish and Wildlife. They have no objections to the proposed disposal site. Anticipated impacts will not be significant and will not affect the project classification. We request your concurrence in this updated evaluation.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Attachment

bc H. S. Coulter (enc.)
J. H. Versteeg "
D. O. Christensen "
Bill Kappus "
Rick Sjolander "
Bob Bard

EE:lm/ESH:ja

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Files

DATE: March 14, 198~~3~~4

FROM: Bob Bard Bob Bard
Environmental Section

SUBJECT: Nehalem Slide Correction

It is proposed to use material removed from the slide area as fill in a realignment project at Manzanita Junction. The project will fill in a ravine along Neahkahnie Creek, and some pasture land, in order to smooth out a hazardous S-curve. Both north and south of the existing highway, a portion of Neahkahnie Creek will be filled and replaced by culvert extensions, totalling 600 feet in length. These impacts have already been studied and approved by Oregon Department of Fish and Wildlife, subject to conditions in a Division of State Land permit.

Because the creek lies in a ravine, with sides sloping down to the stream, riparian wetlands are only a few feet wide. Streambank vegetation is mostly red alder and salmonberry, along with a few large cedars and Sitka spruce. Based on a field reconnaissance, approximately 0.3 acre of riparian wetlands will be filled. Although the wetlands are fairly high in value, the amount affected is small and the impacts will not be signifcant. Mitigation of wetland impacts is not planned because of their small size and limited significance.

BB:gc

cc: Pieter Dykman
Cam Gilmour

9874

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 12, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
RY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-2-5(13)
Nehalem Slide Correction
Oregon Coast Highway
Tillamook County

I request your approval of a program change on the subject project to include the acquisition of the waste area disposal site at an estimated total cost of $24,000. The area to be acquired is as outlined in red on the enclosed sketch map and does not involve relocation assistance.

Approval of the above request will require a revision in financing as follows:

	Total Cost	Federal Funds
Present	$ 210,000.00	$ 185,115.00
Additional Parcel	24,000.00	21,156.00
Total	$ 234,000.00	$ 206,271.00

CL:bkb
Enc.

cc: J. Boyd
D. Aman
General Files

Form 734-3122

7271 9N

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

February 29, 1984

J. H. Versteeg
Road Design Engineer

File 53853
Nehalem Slide Disposal Site Section
Oregon Coast Highway
Tillamook County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9871

Form 81-734-2030-X

REGION 2 ENGINEER
RECEIVED
FILE: JAN 1 1984
☐ I.S. ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

N

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
January 27, 1984
Tillamook, Oregon 97141

FROM: Hobert Hicks Asst. Proj. Mgr.
P.O. Box 780
Tillamook, Oregon 97141

SUBJECT: Nehalem Slide
Proposed Waste Area
Manzanita Junction

TO: Memo to Files:

On January 26th, 1984, I met with Warren Knispel of the Department of Fish and Wildlife from Seaside, and went over the propesed fill and realignment of roadway at Manzanita Junction.

It was explanned to him, that by using this location as a waste area for exsavated material from Nehalem Slide, an alignment change of Highway would be made, which would better the existing curve alignment.

The fills, alignment changes, +350 ft extensions of pipe, and relocation of existing creek (as shown on attached drawing) was discussed in detail.

He informed me, that passed records showed native Cut Throat were present in this Creek, but at this time no longer exist. It was also mentioned that this creek has no migratory fish and the discribed work in this area as detailed would be acceptable, with the following conditions:

1. Proper permits were obtained from the division of State Lands for fill of existing Creek and rechanneling of existing water.
2. Instream work would be done between June 1st (possible May 1st) to September 15th.

At this time all indications show a full acceptance of this work by the Department of Fish and Wildlife

This review was based on a pelinimary design in this area, and as soon as final design is completed, another review with Warren Knispel will be made.

cc Bob Actis w/attach
Don Trout "
Cam Gilmour "

HOH/kjd

cc; File
Region II

RECEIVED
JAN 31 1984
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Turpin
I Trout
Wakefield

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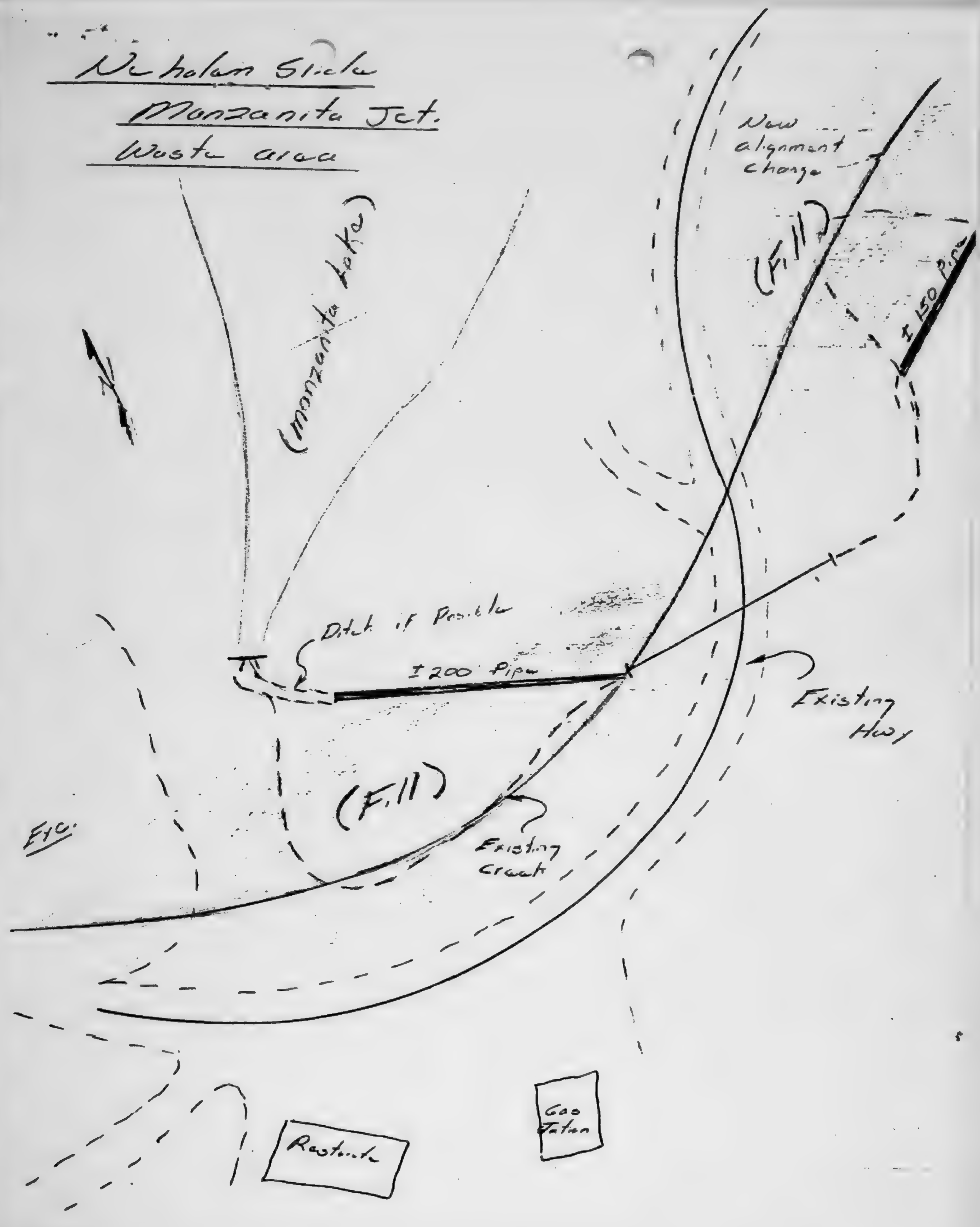
Nehalem Slide

Manzanita Jct.

Waste area


(manzanita lake)
N
New alignment change
(Fill)
± 150 Pipe
Ditch if Possible
± 200 Pipe
Existing Hwy
(Fill)
Existing Creek
Etc.
Restaurant
Gas Station

9-74

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626 TOLL FREE 1-800-452-7813

January 3, 1984

William Lee Dillard
Mayor
City of Nehalem
35900 Eighth Street
Nehalem, OR 97131

Re: Nehalem Slide

Dear Mayor Dillard:

At the City Council meeting on December 8, 1983, it was requested that the Highway Division attempt to work with the riverfront property owners to see if there was a way to keep that property affected by the Nehalem slide in private ownership. As a follow-up to that meeting, on December 22, 1983, Ted Litchfield, Region 2 Maintenance Engineer, and I met with most of the riverfront property owners. We had prepared a draft of a highly restrictive permanent easement for the property on the slide mass adjacent to the river. We felt that we could obtain use of that property during the corrective work and control use of the property after that work was completed if they would accept the condition of that easement. Although value was not discussed, those in attendance at the meeting indicated the conditions were acceptable.

If a reasonable negotiation can now take place to determine the value of such action to both parties, we feel that the desire of the property owners and the City to keep the riverfront property in private ownership can be accomplished and that the concern of the Highway Division for proper maintenance and minimum development can be satisfied. We are now preparing to enter into those negotiations, and hope they will proceed in a satisfactory manner.

Sincerely,

C.O. Fredrickson

C. O. Fredrickson
REGION ENGINEER

COF:sh

cc: Fred Miller
✓Scott Coulter

R. N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
JAN 6 '84
REFER TO
FOR

NOTED
W. E. SCHWARTZ

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REFER TO Schwartz
FOR

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Bothman- Hunter- Info

This R/W problem may screw up the project & keep it from being let as scheduled.

734-1867

STATE OF OREGON

Highway Division - Region 2

INTEROFFICE MEMO

378-2626

RECEIVED
STATE HWY ENGR
JAN 3 '84
REFER TO Schwartz
FOR
☒ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

TO: J. B. Boyd, P.E.
MANAGER, RIGHT-OF-WAY SECTION

DATE: December 30, 1983

FROM: C. O. Fredrickson
C. O. Fredrickson
REGION ENGINEER

H. S. COULTER

SUBJECT: Right-of-Way Procurement
Nehalem Slide

On December 22, 1983, Ted Litchfield and I met with a group of property owners involved with the project to repair the landslide and the Oregon Coast Highway (U.S. 101) near Nehalem. These people are owners of the property lying either on the active slide or adjacent to that land mass. The property they own will be required either for the corrective work itself or for the construction of a detour route needed to carry traffic while that work is being performed.

Previously, on the evening of December 8, 1983, I met with many of these people and the Nehalem City Council to discuss the slide correction project. With me were Bill Fretwell (Region 2 Geologist), Eldon Everton (District 1 Maintenance Supervisor) and H. N. VanCleave (Project Manager-Tillamook). We explained to them the technical aspects of the slide, the type of corrective work proposed and the reasons we felt it to be necessary to exercise control over the physical characteristics of the slide mass even after the corrective work was completed. Through the City Council, we were requested to explore the possibility of keeping the riverfront property in private ownership.

Ted Litchfield, Virgil Wilson and your office prepared a draft of a permanent easement which we feel will adequately control future activity on those properties along the riverfront and on the slide mass itself. A copy of that draft is attached for your information. This draft was presented to those property owners attending the December 22 meeting, and they indicated their willingness to accept the conditions contained in it.

We are attaching a map showing, by color coding, our recommendation for acquisition and easements in the area involved. Those properties outlined in blue should be acquired in fee. Those properties outlined in red should be subject to the permanent easement provisions shown in the draft. Those properties outlined in green should be subject to a temporary easement for construction of the detour and to a permanent easement for maintenance of rip-rap and drainage.

We realize that this complicates your Section's work on this project, but at the same time we hope it will be viewed as a favorable response to an appeal by a group of property owners and a local governmental body.

Because of the need to be clear for construction of this project this spring, we hope you will be able to expedite the right-of-way process. Should any of the property owners choose to reject the options proposed, we feel we should then attempt to acquire their property in fee, and file for condemnation if necessary.

COF:sh
Attachments

cc: ✓H. S. Coulter
E. S. Hunter
Hal Versteeg w/att.
Eldon Everton
H. N. VanCleave
Doug Luth w/att.

"Nehalem Slide"

DEVELOPMENT PERMIT
TILLAMOOK COUNTY PLANNING DEPARTMENT

(Please remit $25.00 with the completed application)

Pleasesend us a receipt for the permit fee.

APPLICATION #: DP-83-35
(Planning Department Use)

APPLICANT:

Name___Oregon State Highway Division__________________Phone_378-2626___

Address_2960 State Street________City_Salem______State_OR Zip_97310___

---

1. LEGAL DESCRIPTION OF PROPERTY WHERE DEVELOPMENT IS TO OCCUR

Tax Lot____________, Township_T 3 N__, Range_R 10 W_, Section___27___

2. PROJECT DESCRIPTION

a. Type of project (check all of the following which apply.)

☐ fill
☐ removal: ☐ dredging ☐ excavation ☐ gravel removal
☐ sand removal ☐ other ________________________
☐ watercourse relocation
☒ bank protection (river and bayfront): ☒ riprap ☐ revetment
☐ bulkhead ☐ groin ☐ other __________________
☐ beach front protection: ☐ revetment ☐ bulkhead
☐ other ____
☐ dike construction
☐ structures: ☐ building ☐ dock ☐ piling ☐ piers
☐ other ____

b. Volume of material (cubic yards) __2710______________________

c. Type of material ____Loose Rip Rap Class 700________________

d. Project description and purpose: (Provide as complete a description as possible. This is especially important for projects proposed to be located in an estuary, tidewater and adjacent marshes. If needed, use the reverse side of this page to continue your description.)

A major slide occurred January 6, 1983, which displaced the highway. Presently traffic is being routed on an oiled gravel surface which is ramped over the slide debris. To provide a buttress with the proper safety factor, a rock inlay will be required with rip rap protecting the river frontage.

e. Engineering certification: All applications for new beach front protective structures must be accompanied by a statement from a registered professional engineer certifying that the proposed structure will be able to withstand anticipated ocean forces and will not contribute to erosion on adjacent properties.

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3. PROJECT DRAWINGS: A map and a typical cross sectional view of the proposed development must be included with this application. These drawings should be to scale and should indicate relevant physical dimensions. (Drawings for a Division of State Lands or Army Corps of Engineers permit application may be substituted.)

a. Map: (All of the following should be shown.)
   1. Property boundaries
   2. Location of the proposed development and its physical dimensions. If removal is proposed, indicate where the removed material will be placed.
   3. Location of any waterbodies, watercourses, and wetlands (marshes, bogs, and swamps) in the vicinity of the proposed development.
   4. Location of the shoreline. If the proposed development is within or adjacent to a tidal water body, show the approximate location of mean higher high water and mean lower low water.
   5. Location of trees and shrubs in the vicinity of the proposed development.

b. Typical cross section: (All of the following should be shown.)
   1. Physical dimensions of the proposed development.
   2. Slope of embankments. (This is especially important for riprap and other revetments.)
   3. Placement of the different materials involved in the proposed development.
   4. If the proposed development is within or adjacent to a tidal water body, show the approximate location of mean higher high water and mean lower low water.

I certify that the information contained in this application, to the best of my knowledge, is complete and accurate. I further certify that I possess the authority to undertake the activities described herein. I will obtain necessary U.S. Army Corps of Engineers, Oregon Division of State Lands, and Oregon Department of Transportation permits before I do any of the activities described herein.

____________________________ 9-28-83
Signature of Applicant Date Signed
Region Construction Engineer

ONLY COMPLETED APPLICATIONS WILL BE REVIEWED. ADDITIONAL INFORMATION SUCH AS AN ENGINEERING REPORT MAY BE REQUIRED.

The activities described in this application are:

☒ approved
☐ approved with modifications (see attachment)
☐ denied

Brian Gregor 10/18/83
Signature of Planning Official Date Signed
FOR PLANNING DEPARTMENT USE

1. Flood Hazard Overlay Zone
   ☒ floodway
   ☐ flood fringe
   ☐ velocity flooding
   FIRM designation: A6
   Base flood elevation: 10'
   Compliance with FH Overlay requirements: Riprap is not covered by provisions of (5) of 3.060 "Specific uses and standards for Floodways".

2. Zoning: ED
   ☒ permitted outright
   ☐ permitted conditionally
   ☐ not permitted
   Reason:
   Structural shoreline stabilization is listed as an outright use.

3. Other Standards: Shoreline Stabilization (17) of 3.140
   Riprap necessary because erosion is threatening an existing public facility and land management practices will not adequately protect the facility because of river scouring. Adjacent aquatic environments will not be adversely affected and neither will public access to the estuary nor navigation.

4. Pending and Completed Planning Department Actions:
   Number: ____________

5. Statewide Goal Requirements (if different than standards):

6. Compliance With Goal Requirements:

7. State and Federal Permit Requirements
   ☒ U.S. Army Corps of Engineers # 071-OYA-2-005055
   ☒ Oregon Division of State Lands # SP2105
   ☐ Oregon Department of Transportation # ____________

9871 9N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626 TOLL FREE 1-800-452-7813

October 10, 1983

Mr. Charles B. Collin
25690 Morgan Street
Rockaway, Oregon 97136

Dear Mr. Collin:

The decision to obtain title to all property which was damaged from the ground movement of the Nehalem Slide was made after considerable discussion with a number of people, including Mr. Litchfield and Mr. Wilson. In our proposed repair of the slide, the Highway Division will do as much as possible to stabilize the slide mass, but there is no way we can be positive that additional movement will not occur at some time in the future.

Because of this possibility, we feel it is in the public interest to obtain title to property known to be on that unstable mass and thus have the ability to control what is done on it and to utilize it in the future should additional work be necessary to preserve the highway. It is our present intention to allow access to the river and to work with people in the area to allow parking or other such limited use after corrective work is done.

Design of the corrective work has indicated a need to occupy many of the riverfront lots during the term of the contract. Those which we feel are on the unstable mass will be purchased and retained by the Highway Division.

Sincerely,

C. O. Fredrickson
Region 2 Engineer

COF/dlc

cc: Virgil Wilson
Eldon Everton
Hal Versteeg

REFERRED TO
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Cole WE Stoudenmeyer
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By FINAL DESIGN ENGINEER

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-5(13)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Tillamook
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 30093
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/3/83	Primary 2	Primary 9

10. GENERAL LOCATION: Nehalem Slide Section

11. GENERAL DESCRIPTION OF WORK: Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 9/13/83 you are now authorized to proceed with the actual acquisition of file Nos. 53599, 53600 and 53602 through 53608 as shown on R/W map 9B-23-1 at a TEC of $210,000 Federal Funds $185,115.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVE
STATE HWY EN
OCT 7 '83
REFER TO Potter
FOR
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Orig to
10/7

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/3/83	John N Wickman	for Division Administrator

FORM PR-1240 (Rev. 12-70)   PREVIOUS EDITIONS MAY BE USED

9874

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2-5(10)
Nehalem Slide
Oregon Coast Highway
Tillamook County

Date: September 15, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Mr. D. Adams' August 29, 1983 letter proposes to establish a "Mandatory Material Source" for the class 700 riprap and stone embankment needed for the subject project.

He states that the 45,000 cubic yards can be obtained from Tillamook County's Upper Nehalem Pit for a $0.50 per cubic yard fee, that the source is a previously developed pit that will not require road building or other development and that there is a limited quantity of rock in the area. We concur in your proposal to make this pit a "Mandatory Materials Source" for the subject project.

G.K. Hossner
Dale E. Wilken

NOTED
W. E. SCHWARTZ

cc:
OSHD (D R Adams)
OSHD (G Potter)

9/26
cy [illegible]

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Schwartz
FOR

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 13, 1983

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30093	F-2-5(13)	Nehalem Slide Correction PNRS No. OR-830317-027-2

CL:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9874

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: September 13, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan
Project Unit Engineer

Subject: Project Data Submission
Item No. 30093
Project No. F-2-5(13)
Nehalem Slide Correction
Oregon Coast Highway
Tillamook County

Enclosed is data consisting of PR-1 forms, project maps and right-of-way map No. 9B-23-1 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $210,000 with Federal funds of $185,115. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and Mr. Aman's memo of September 6, 1983 indicates relocation assistance consists of the moving of personal property from the house on file 53605.

A copy of the State Clearinghouse A-95 review conclusions has bee previously forwarded.

CL:bkb
Attachments

cc: J. Boyd
D. Aman
General Files

Form 734-3122

1274

9 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: August 30, 1983

FROM: Bob Gettis
Bob Gettis
Senior Designer

SUBJECT: Morisky Property (R/W File 53605)
Nehalem Slide (Nehalem) Section
Oregon Coast Highway
Tillamook County

An alternate stage construction plan was made that would work around the Morisky house at Sta. 39+50±Lt. The plan would require some R/W, temporary and permanent easement purchase, but would save the house.

Because of the proximity of the house to the construction centerline, a shoring wall approximately 90 feet long would have to be built. The shoring wall is needed to provide enough room between the house and the buttress construction for one-way highway traffic.

The additional cost to work around the house is:

90'x22' Shorting Wall	$59,400
24-hr Flagging during One-Way Traffic	19,200
	$78,600
Mobilization, Engineering & Contingencies - 20%	$15,720
TOTAL	$94,320

Appraisal of the Morisky property from the R/W Liaison Report is $44,100.

This estimate was given to Ted Litchfield on August 16, 1983.

BG:ge

cc: J. B. Boyd
T. Litchfield

cc F[illegible]

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1 Versteeg	
Anderson	
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Contains Recycled Materials

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

August 29, 1983

In Reply Refer to
File No.:
DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

Attention: Glenn K. Hossner

Nehalem Slide
Oregon Coast Highway
Tillamook County

The purpose of this Federal Aid Project is to correct a slide and restore the roadway in Nehalem on the Oregon Coast Highway.

The source for Class 700 riprap and stone embankment will be specified as "Mandatory" since there is a limited quantity of rock in the area.

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FOR
☒ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☒ File

Tillamook County agrees to provide the Oregon State Highway Division with approximately 45,000 cubic yards from their Upper Nehalem Pit. Tillamook County's fee for this material shall be $0.50 per cubic yard.

We believe that specifying a "Mandatory Material Source" is in the public interest because of the shortage of good sources in the area; and since it is a previously developed source, it will not require any road building or other developing.

This has been discussed by telephone and tentatively approved by Mr. Kappus. This project is scheduled for the FY 3rd Qtr. 1984 bid letting.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

DRA:WEC:kkr

NOTED
W. E. SCHWARTZ

bc: H. S. Coulter
E. S. Hunter
D. E. Swan
F. E. Terpin
C. O. Fredrickson
S. H. Macnab
Bob Gettis

9874 9 N

STATE OF OREGON **INTEROFFICE MEMO**

TO: File

DATE: 8/17/83

FROM: Virgil Wilson V.W.
Region II R/W Supervisor

SUBJECT: Nehalem Slide
Tillamook County

RIGHT OF WAY ADMINISTRATION
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cc Hal Versteeg

A meeting was held by Ted Litchfield and myself in the Copper Kitchen at Wilsonville with the following property owners:

1) File 53599 - Stockton
2) File 53604 - Collins and wife
3) File 53605 - Morisky
4) File 53606 - Geiger
5) File 53613 - Denton and wife.

Ted Litchfield had copies of construction maps, details of typical sections of the construction features of the rip rap along the edge of the river, detour road, reconstructed roadbed and various drainage features. Several questions came up about the above items as follows:

1) Will the State slope the bank to 1½ - 1 before placing the rip rap? ANSWER: No. The rip rap will be placed on the existing bank for a uniform job.

2) If I have to remove my dock, will the State replace it and piling or pay me for replacing same? ANSWER: If the existing facilities -- dock and piling -- are in good condition, you would probably be paid for their replacement.

3) Why can't the State move the right-of-way uphill far enough to not require taking additional land on the river side? ANSWER: Because the design is in balance in economic cost. To move would cost more.

4) Regarding drainage, Mr. Stockton was concerned that the 18" culverts were not adequate and should be larger. ANSWER: At Sta. 35+95, the 18" would be recommended to change to 24". The 12" culvert from the french drain to the catch basin recommended to change to 24". He also indicated that a spring west 150' of Sta. 36+00 was the City of Nehalem water supply for many years with a large volume of water flowing from the spring, thus the need for a larger culvert.

REFERRED TO
.... Watson .... Mann ......
.... Cole .... Stoudenmeyer ......
.... Erikson .... King ......
...... Beard ...... Bedford ...... Lau ......
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By FINAL DESIGN ENGINEER

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5) Mr. Denton stated that the drainage pipes that were in before the slide had been plugged since the City installed a water line about ten years ago.

6) The cost of providing a detour leaving the Morisky house in place was discussed, informing them that the extra cost to the State would be $94,000.

Copies of the right-of-way map and future liability release documents were given to each owner. They were informed that all of the land above the road belonging to Geiger, Morisky, Collin and Denton, plus a narrow strip on the river side 30' from the construction center line would be purchased in fee. The remainder between the highway and the river would be under the release agreement (if signed by all owners).

Mr. Morisky and others questioned why it would have to be 100% agreeing to sign the release. They felt that the State could operate if only a part of the people agreed and signed the release with possible purchase of other properties. Mr. Morisky also wanted the State to assure him in writing that he would not be condemned for his property later if he signed the release and he would also be allowed to keep his house on his remaining land. Another stipulation in the release would be that the State would maintain the drainage facilities on these properties.

On File 53602-McCoy, it appears doubtful that the owners would sign a liability release. There is also some question that the land is needed for other than the temporary detour. Therefore, we should reconsider the need of acquisition of this property in fee or ask for a release of future damages from this owner.

The meeting lasted almost three hours with the owners wanting to study the release instruments with possible recommendations of changes in the document before it would be acceptable by each property owner.

VW:ke

9879

[redacted]

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO [redacted]

[redacted]

TO: Robert N. Bothman
Assistant State Highway Engineer

FROM: Gary A. Potter, Manager Gary
Program Section

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

DATE: August 12, 1983

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ASST STATE HWY ENGR
AUG 15 '83
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FOR
R/C	Inves	R/D	D/R	Sign	Act	File

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

NOTED
ROBERT N. BOTHMAN

Contains Recycled Materials

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

PROJECT HISTORY - SLIDES

SECTION Nehalem slide

HIGHWAY Oregon Coast

COUNTY Tillamook

1. OCCURRENCE: DATE January 6-1983
2. PROSPECTUS: DATE Blank RECEIVED Unknown LOC. APPROVED 4.4.83
3. O.T.C. APPROVED: 3-15-83
4. PE PROGRAMMED: DATE 5-3-83 AUTH. 5-7-83
5. ROW NEED NOTED: 2-18-83
6. REQUESTED BY ROW SECTION: ______
7. ROW PROGRAMMED: DATE ______ AUTH. ______
8. PS&E: REQUESTED ______ APPROVED: ______
9. LETTING DATE: 3rd QTR 84
10. ROW EXCEPTION REQUESTED @ PS&E: YES ____ NO ____

7
0

GC:pf:8-5-83

7274 9

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 3, 1983

J. H. Versteeg
Road Design Engineer

Files 53599, 53600 & 53602 through 53608
Nehalem Slide Section
Oregon Coast Highway
Tillamook County

Attached are descriptions (9 files), an authorization and right of way prints covering right of way required for the subject project.

By: JBS
J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

Versteeg
Anderson
Adams
Macnab
[illegible]
Turpin
Trost
[illegible]

RECEIVED
AUG 04 1983
ROAD DESIGN SECTION

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9474

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 25, 1983

In Reply Refer to File No.:
LOC 11

Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland, OR 97208

NOTED
E. S. HUNTER

Application for Department of the Army Permit
Nehalem Slide, Oregon Coast Highway
Tillamook County

A major slide occurred on January 6, 1983 which displaced approximately 2,000 feet of the Oregon Coast Highway near the southerly city limits of Nehalem. The highway was closed for about a week until a temporary detour could be built which was ramped up over the slide debris.

The proposed solution to stabilize the slide is to excavate some of the displaced material, construct a rock inlay, place a 3-foot blanket of riprap on the slope on the river side of the highway to prevent erosion and reconstruct the Oregon Coast Highway. The enclosed drawings indicate the proposed work. Also included with the drawings and application are copies of "Project Environmental Classification" and a letter dated February 18, 1983 in which the Federal Highway Administration concurs in the project classification as a Categorical Exclusion.

We had anticipated letting a contract this year to do the stabilization work; however, it is getting so late now that there is concern that a contractor would just open up the cut area and the winter storms and rains would start and create a worse condition. Unless something unforeseen occurs, we are now planning to award a contract right after the first of the year.

ORIGINAL SIGNED BY
FRANK E. TERPIN
Frank Terpin
Location Engineer

Enc.

bc E. S. Hunter
Don Trout
Don Keyes

DEK:ja

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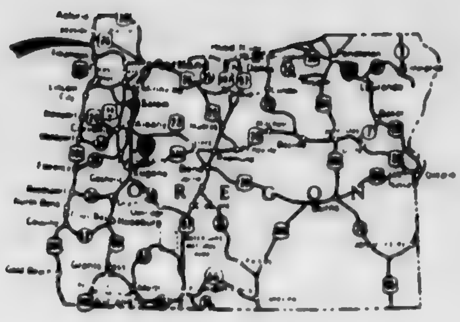
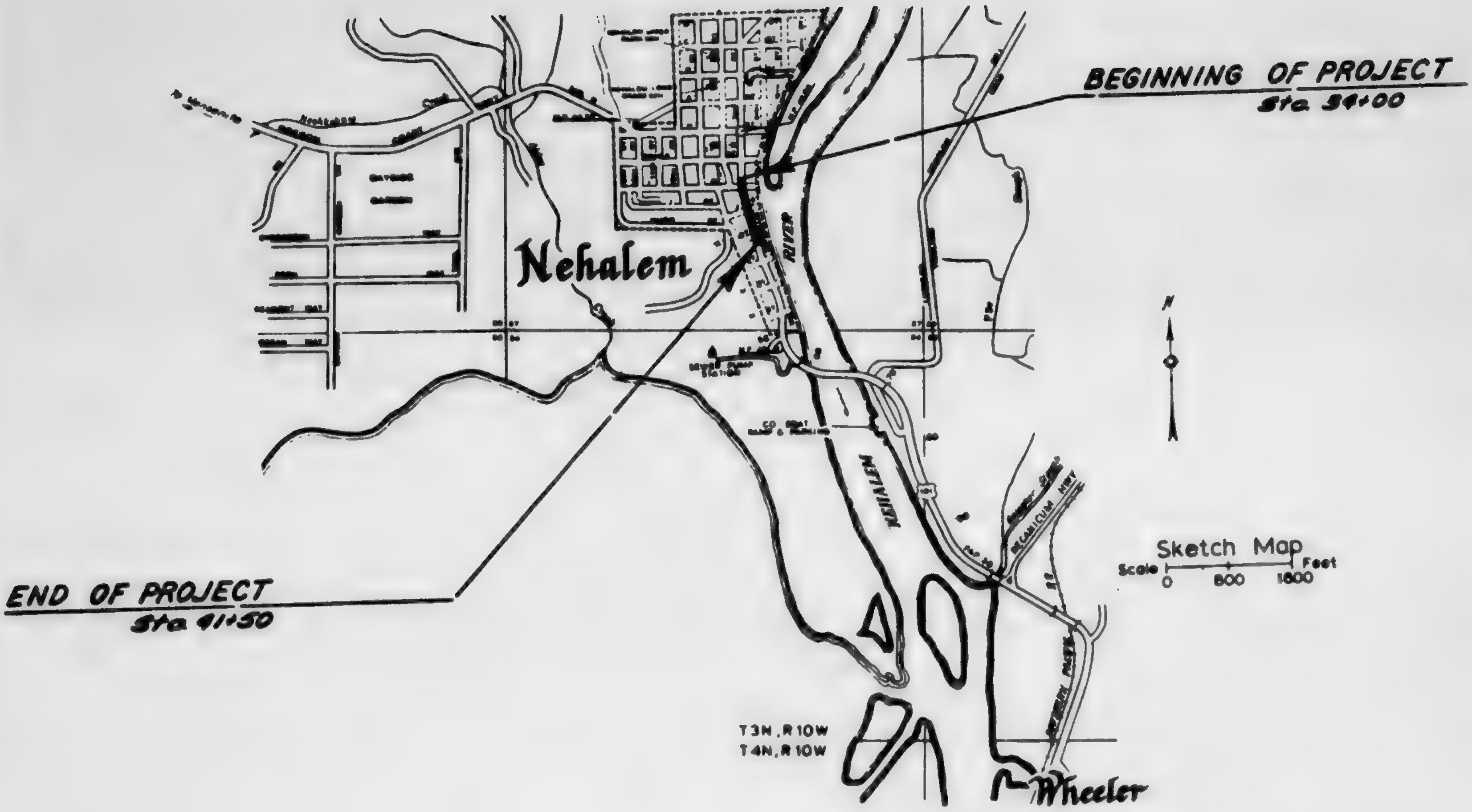
TECHNICAL SERVICES
JUL 27 '83
REFER TO
FOR

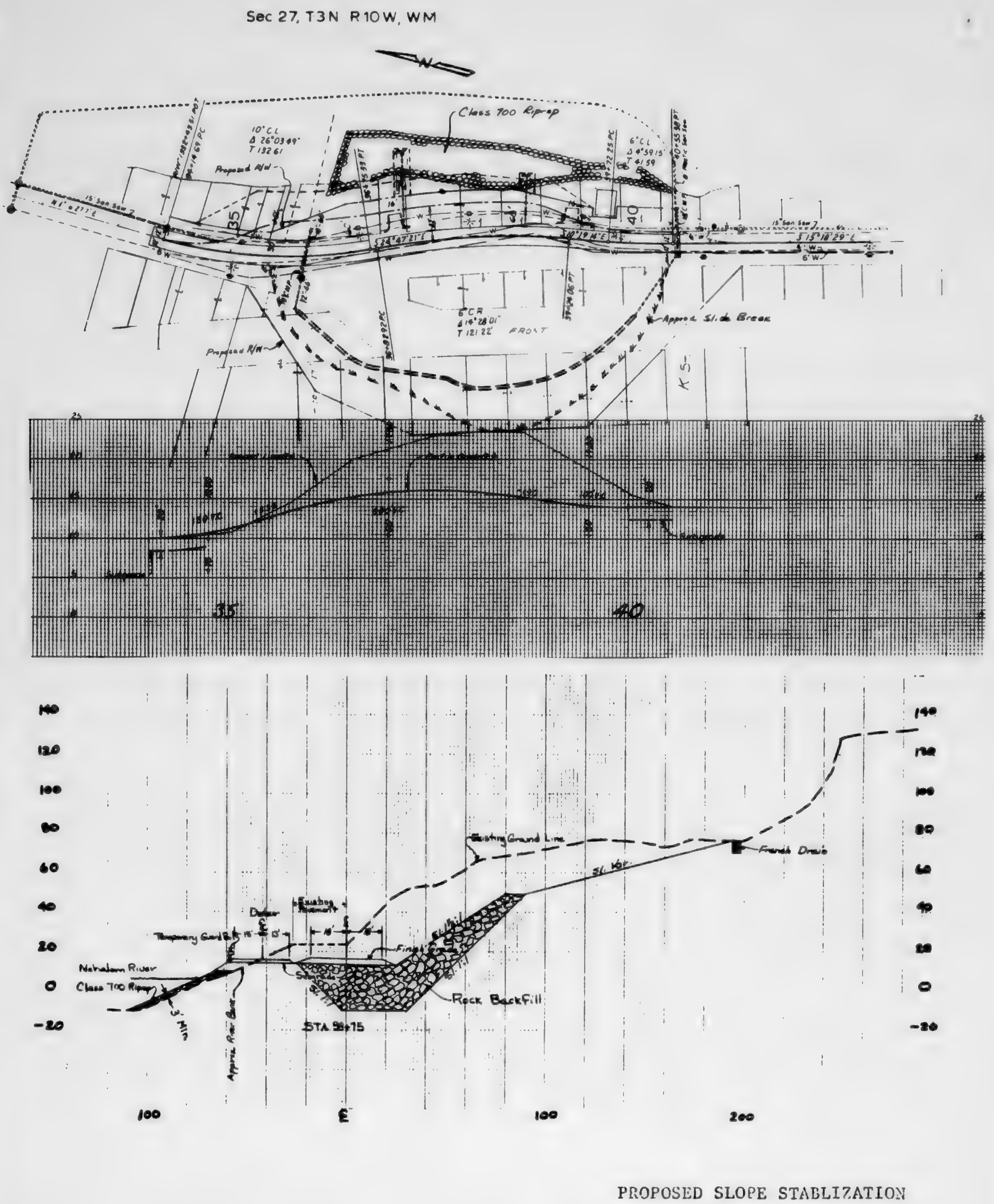
Info	Inves	R/D	D/R	Sign	Agt	File

Form 734-3122




BEGINNING OF PROJECT
Sta 34+00
END OF PROJECT
Sta 41+50
Nehalem
RIVER
NEHALEM
N
Sketch Map
Scale 0 800 1600 Feet
T3N, R10W
T4N, R10W
Wheeler

PROPOSED SLOPE STABLIZATION
OREGON COAST HIGHWAY
AT: NEHALEM, TILLAMOOK COUNTY
APPLICANT: OREGON HIGHWAY DIVISION
JULY 1983 SHEET 1 OF 2


Sec 27, T3N R10W, WM
N
Class 700 Riprap
10° C L
Δ 26°03'49"
T 132.61
6° C L
Δ 4°59'15"
T 41.59
Proposed R/W
15' San Sew
35
40
6" W
6° C R
Δ 14°28'01"
T 121.22
FRONT
Approx. Slide Break
Proposed R/W
35
40
140
120
100
80
60
40
20
0
-20
Existing Ground Line
French Drain
Sl. Var.
Existing Pavement
Detour
Temporary Guard Rail
15'
13'
16'
6'
Finish Grade
Nehalem River
Class 700 Riprap
3' Min
Approx. River Bank
Rock Backfill
STA. 38+75
100
℄
100
200

PROPOSED SLOPE STABLIZATION
OREGON COAST HIGHWAY
AT: NEHALEM, TILLAMOOK COUNTY
APPLICANT: OREGON HIGHWAY DIVISION
JULY 1983 SHEET 2 OF 2

1874 9

File 29-1986

STATE OF OREGON

INTEROFFICE MEMO

TO: J.H. Versteeg
Road Design Engineer

DATE: July ~~7~~ 11, 1983

FROM: C.O. Fredrickson
C.O. Fredrickson
Region II Engineer

SUBJECT: Nehalem Slide
Oregon Coast Highway
Tillamook County
Prefix 29-1986

1 Versteeg ✓
Anderson
3 Adams
Macnab
Stoudenmeyer
Terpin
Trout
V Wakerlig

RECEIVED
JUL 7 1983
ROAD DESIGN SECTION

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Attached is a print showing the properties between the roadway and the river and within the slide zone. I request that we purchase all of Tax Lots 9500, 12700, 12800, 12900, 13000 and 13100 between the highway and the river.

Purchase of the properties will eliminate potential litigation during and after construction. It also permits better design of the detour and reduces costly protective measures necessary on the Morisky property.

The contractor's work area will be improved so that most of the excavation and inlay placement can be done away from traffic.

Please proceed with the R/W descriptions for the affected properties.

C

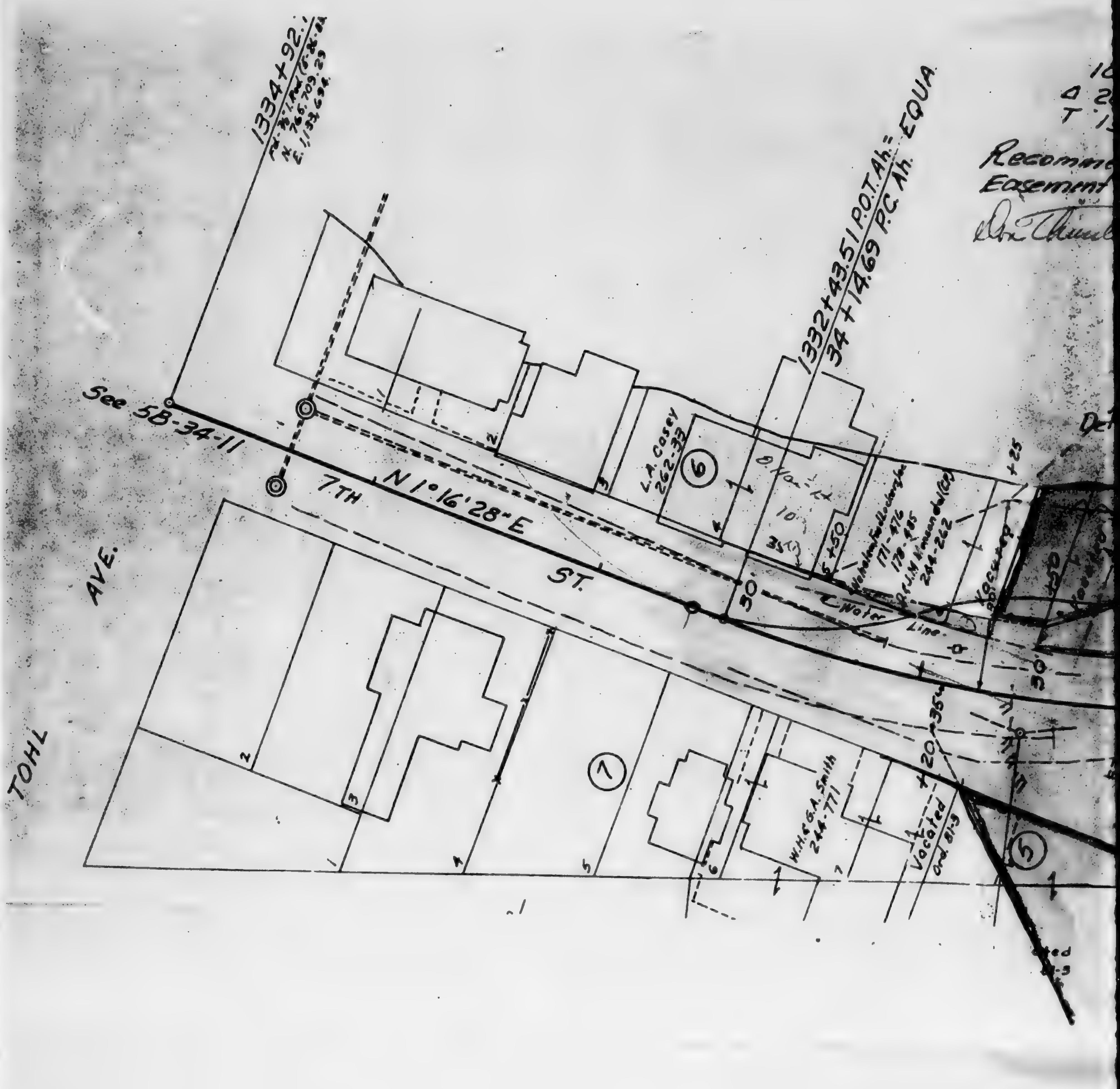
DT/COF:sr
Attch

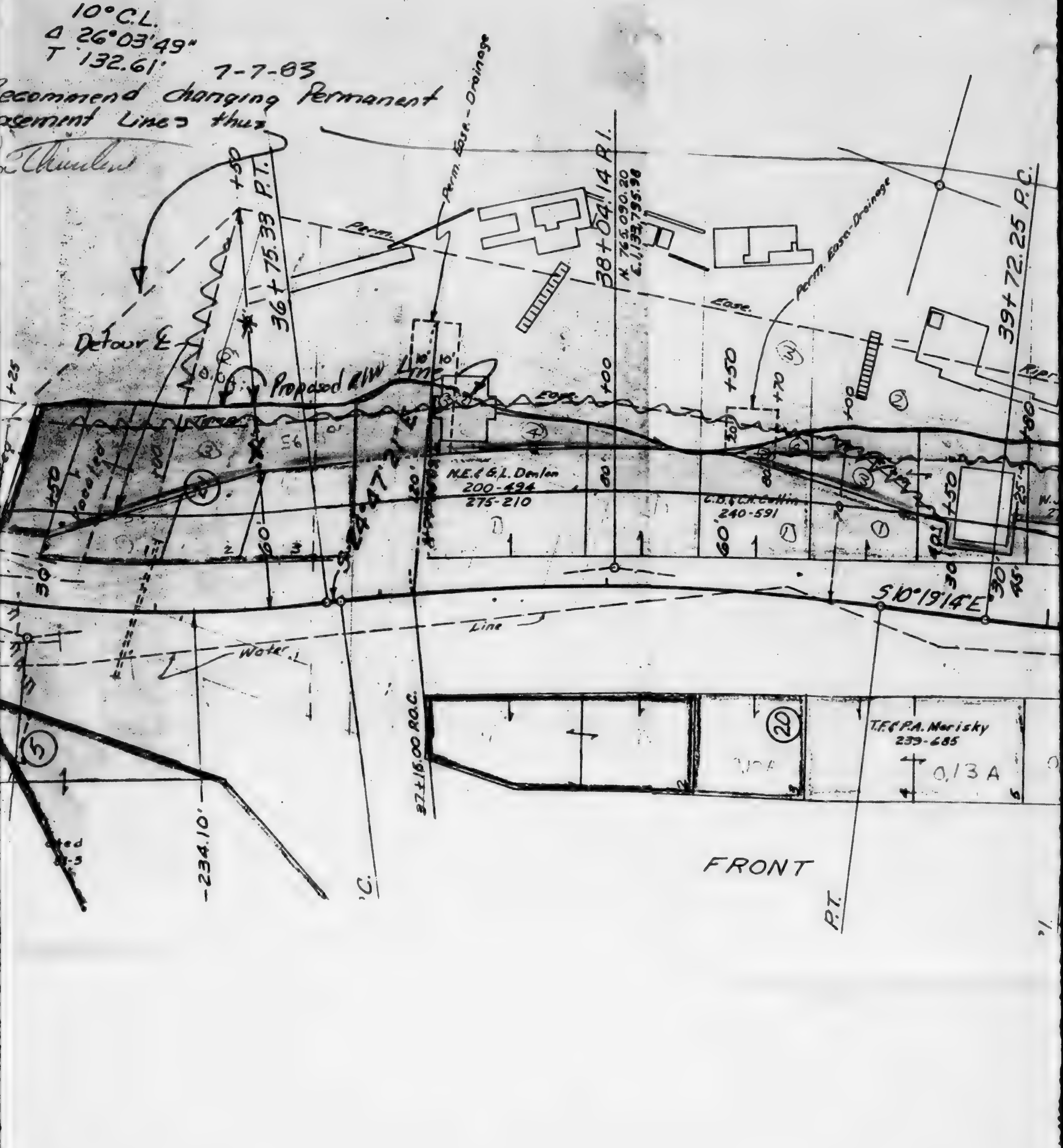
cc: Don Thurston

REFERRED TO
Watson Mann
1 Cole C Stoudenmeyer
Eriksen King
Beard Bedford Len
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

7/11
Discussed with
Boyd & Henry. They
agree that acquisition
best approach.
$ same either
acquisition or
Perm Easem. We should have property for the price of the protection.

NOTED - W. H. WAKERLIG 7-11-83

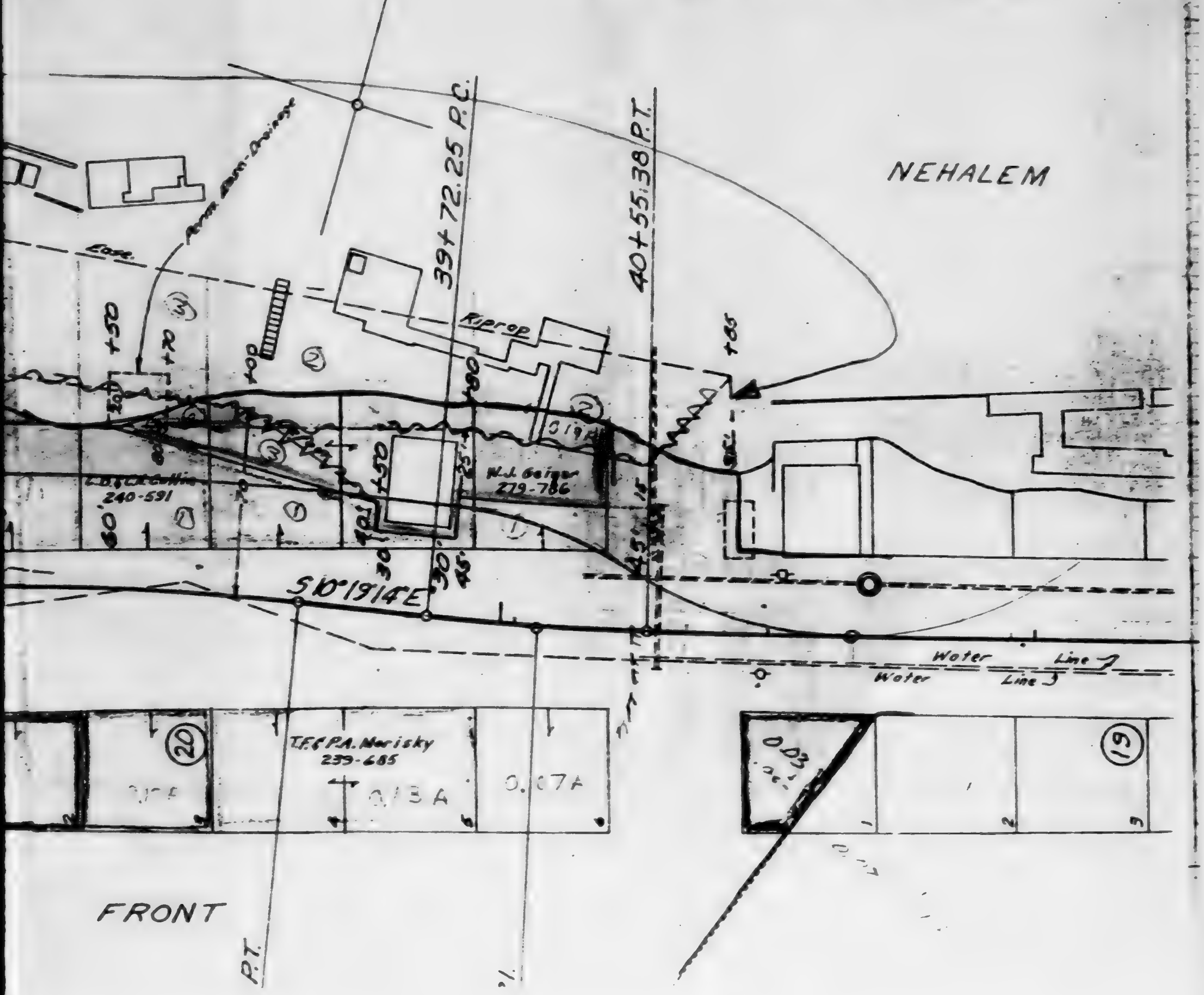

1334+92.1
N. 765,709.29
E. 1,153,694.
1332+43.51 P.O.T.Ah. = EQUA
34+14.69 P.C.Ah.
Recomm
Easement
See 5B-34-11
7TH
N 1°16'28"E
ST.
TOHL
AVE.
L.A. Casey
262-33
6
7
5
W.H. & G.A. Smith
244-771
171-476
178-485
244-262
Water
Line
Vacated
Ord. 81-5
Vacating
+50
+25
+20
30
30'
1
2
3
4
5
6
7

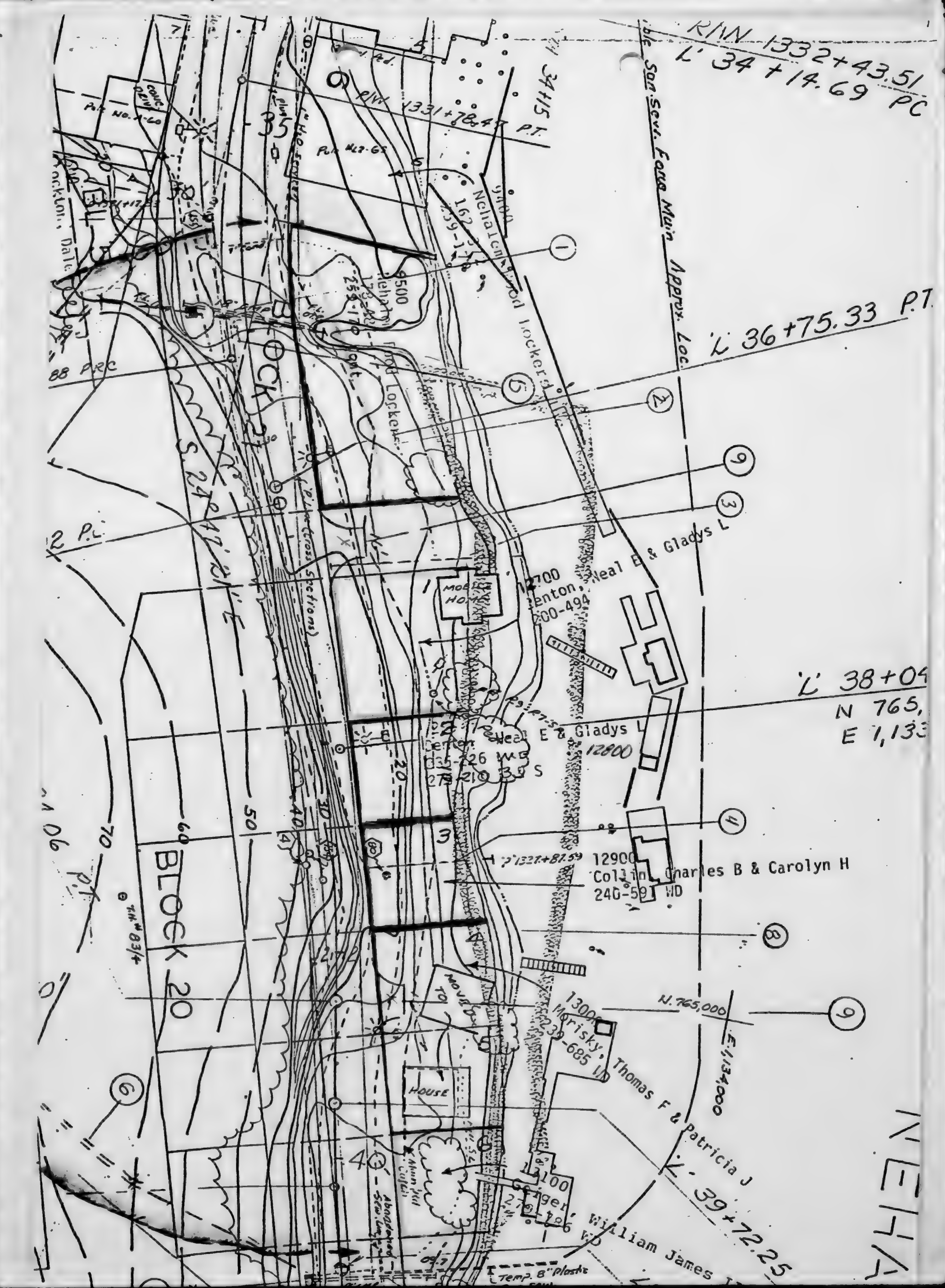


10° C.L.
Δ 26°03'49"
T 132.61'
7-7-83
Recommend changing Permanent Easement Lines thus

+50
36+75.33 P.T.
Perm. Ease.-Drainage
Perm.
38+04.14 P.I.
N. 765,090.20
E. 1,133,795.98
Perm. Ease.-Drainage
Ease.
39+72.25 P.C.
Detour ℄
Proposed R/W Line
Ease.
+25
+00
+50
+70
+00
+80
N.E. & G.L. Donlon
200-494
275-210
C.D. & C.H. Collin
240-591
S 10°19'14" E
Line
Water
234.10'
37+16.00 P.O.C.
2D
T.F. & P.A. Merisky
239-685
0.13 A
5
FRONT
P.T.
P.C.

Nehalem Slide
7-5-83 Revised Detour


NEHALEM
39+72.25 P.C.
40+55.38 P.T.
Ease.
Riprop
+50
+70
+00
+85
W.J. Geiger
279-786
240-591
0.19A
S10°19'14"E
Water Line
Water Line
T.F.& P.A. Morisky
239-685
0.13A
0.07A
0.03
20
19
FRONT
P.T.


R/W 1332+43.51
L 34+14.69 PC
R/W 1331+78.47 P.T.
34+15
ble San. Sev. Force Main Approx. Loc.
L 36+75.33 P.T.
L 38+04
N 765,
E 1,133
L 39+72.25
N.765,000
E.1,134,000
NEHA
9400
Nehalem
162-1
259-1
9500
Nehalem
Lockers
Old Lockers
12700
Benton, Neal E & Gladys L
200-494
MOBILE HOME
HOUSE
Benton, Neal E & Gladys L
12800
235-226 WD
278-210 B & S
12900
Collins, Charles B & Carolyn H
240-591 WD
P 1327+87.59
13000
Morisky, Thomas F & Patricia J
239-685 WD
13100
Geiger, William James
279-196 WD
Temp. 8" Plastic
Abandoned Sew. Line
BLOCK 20
BLOCK 21
S. 24 P. 47 R. 1 E
P.I.
P.T.
Lockton, Dale
35
40
20
30
40
50
60
70
90
88 PRC
1
2
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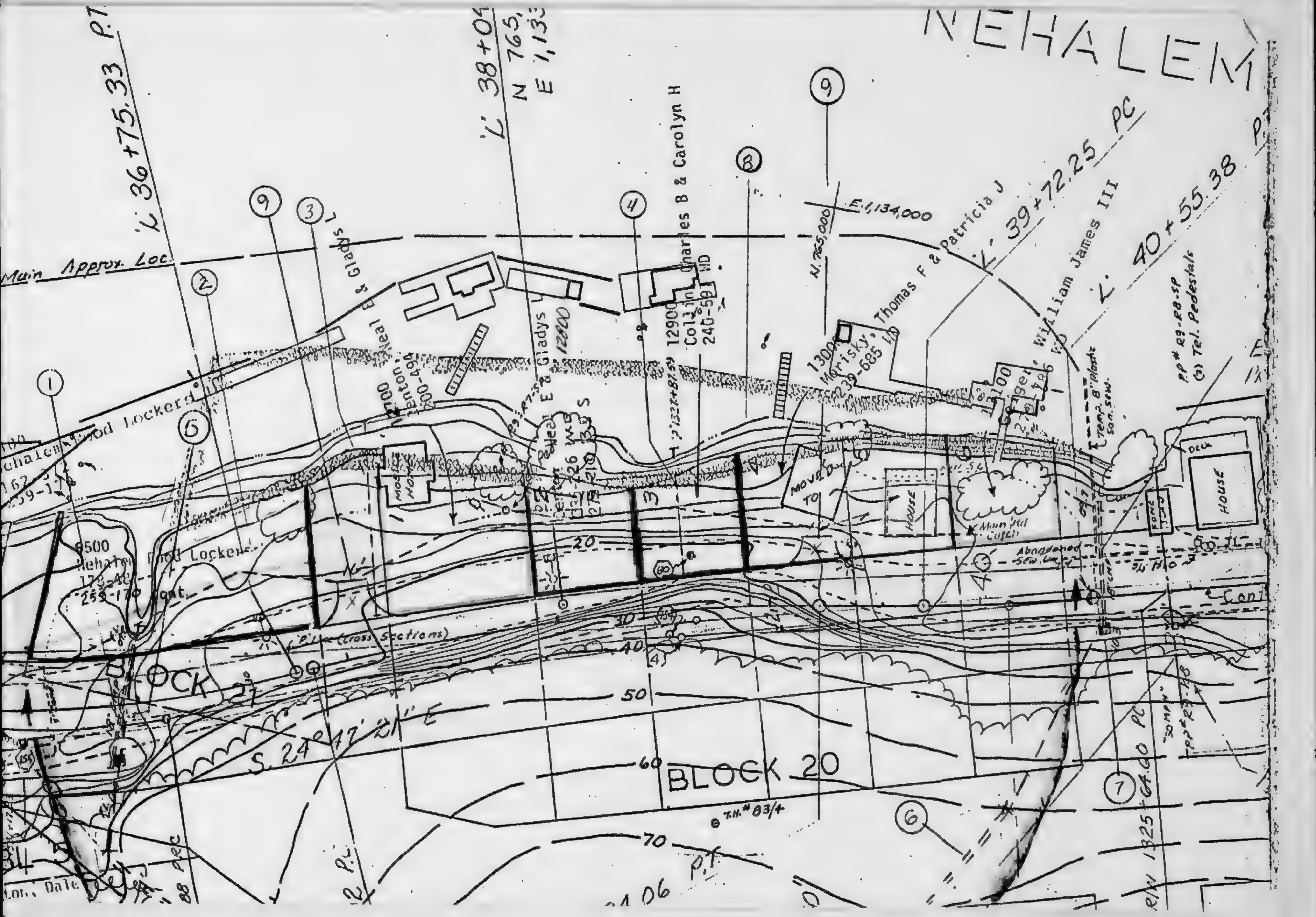
NEHALEM
'L' 36+75.33 P.T.
'L' 38+04
N 765,
E 1,133
'L' 39+72.25 PC
'L' 40+55.38 P.T.
E 1,134,000
N 765,000
Main Approx. Loc.
Neal E & Gladys L
Neal E & Gladys L
12800
12700
Denton
200-494
Charles B & Carolyn H
12900
Collin
240-59 WD
Thomas F & Patricia J
13000
Morisky
239-685 WD
William James III
Geiger
13100
276-196 WD
Temp. 8" Plastic San. Sew.
P.P.# R9-R8-SP
(3) Tel. Pedestals
HOUSE
HOUSE
Mobile Home
MOVED TO
Deck
Main Hd Catch
Abandoned Sew. Line
Cont.
Nehalem Food Lockers
9500
Nehalem Food Lockers
255-170
P-Line (Cross Sections)
BLOCK 20
BLOCK 21
S. 24° 47' 21" E
T.H.# 83/4
R/W 1325+64.60 PC
20
30
40
50
60
70
1
2
3
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6
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9
9
11
P.C.
P.T.
88 PRC

......Versteeg ....
......Anderson............
......Adams ....
......Macnab ....
......Stoudenmeyer........
......Terpin...............
......Trout ....
......Wakerlig ....

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JUL 7 1983

ROAD DESIGN
SECTION

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7874

9 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: June 29, 1983

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Nehalem Slide
Highway 101
Tillamook County

Contract plans for a slide correction project are nearing completion. Based on the late date that we could get to contract, there is a high risk that we could open up the slide area to construct the buttress at about the same time the fall rain would start. There is a strong possibility of triggering another major slide that would disrupt traffic on Highway 101 as well as causing substantial highway damage.

It is the recommendation of Region II and of our geologist that the work on the Nehalem Slide be delayed until the spring of 1984. This was discussed with Jack Sollis and his legal staff and it is their opinion that the project could be delayed until the spring of 1984 without compromising the Highway Division's legal position.

Plans and estimates will be completed to the PS&E stage for this project by August 10, 1983. The project then can be advertised for bids any time this fall with the work scheduled for the spring of 1984.

JHV:rw

cc: C. O. Fredrickson
D. R. Adams
Bill Kappus
J. B. Boyd
Bill Fretwell
Steve Macnab
Gary Potter

1 Versteeg ✓
Anderson
Adams
RW Copy
Copy
Macnab
1 Stoudenmeyer
Terpin
3 Trout
2 Wakerlig

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APPROVED
E S Hunter
Date 7-1-83
cc Fredrickson
7-1-83

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FOR

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81-125-1367

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9

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
REGION ENGINEER

DATE: June 27, 1983

FROM: Bill Fretwell
REGION GEOLOGIST

SUBJECT: Nehalem Slide

1 Versteeg ✓
Anderson
2 Adams
3 Wachsmuth GHm
Stoudenmayer
Terpin
Trout
Wexerlig

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JUN 29 1983
ROAD DESIGN
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On Friday the 24th of June, Bob West and Larry Pierson, from this office, accompanied Bill Kappus and Ron Chassie of the FHWA and Ed Johnson of ODOT, Soils Engineer, over the subject project. The purpose of the trip was to critique the present design in the field.

As a consequence Ron Chassie has asked that several pieces of information be obtained before construction, all of which will make it necessary to postpone the project until next year. The items he requested are: Monitor the slope meter tubes throughout a rainy season, monitor the rise and fall of the water levels in the slide mass during the rainy season, measure the water elevations in the river and designated Rock Key-Way at high and low tides, and drill horizontal holes at each end of the slide to determine the short range effect for construction purposes.

BF/so

cc: J. H. Versteeg

REFERRED TO
Watson Mann
Cole Stoudenmayer
Eriksen King
Beard Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER
Ret. T. File

81-125-1387

/

June 27, 1983

LOC 11

John K. Johnson
36350 Hwy 101 N.
Nehalem, OR 97131

The suggestion in your recent letter that a bypass of Nehalem should be considered is a reasonable proposal. However, this alternate is not being considered at this time for the following reasons:

1. The present Highway 101 route must be maintained to carry highway traffic for at least five years. Besides the high cost of maintaining the highway through the slide area, it is unlikely that the highway could be kept open during this period without a major stabilization project to control the slide.
2. The Highway Division has very limited funds to undertake any major capital improvements similar to the proposed Nehalem Bypass. It does not appear that the proposed bypass could be funded in the next five or more years.
3. The regulations on State and Federal funds obligate the Highway Division to a lengthy planning and hearing process to establish a Nehalem Bypass or to make any significant changes in the routing of Highway 101. It is estimated that it would take 24 months for an environmental report, up to 24 months to acquire the right-of-way and 12 to 18 months to construct the new route for a total elapsed time of more than five years.
4. The City of Nehalem would have a vital interest in any rerouting of Highway 101. In these economic times, it is unlikely that they would be supportive of a bypass route for Highway 101 around the City of Nehalem.

The Nehalem Bypass possibility was speculated on in the Draft Negative Declaration for the Nehalem River Bridge project (dated June 29, 1977, Page 4). The orientation of the structure under construction will allow consideration of a bypass at some future date.

All factors considered, it does not appear feasible to undertake relocation of the Oregon Coast Highway through Nehalem at this time. The Nehalem Bypass is still an open possibility for the future if the right set of circumstances arise.

We thank you for your interest in better Oregon highways.

H. S. Coulter, P.E.
State Highway Engineer

cc Governor Victor Atiyeh
Senator Dell Isham
Representative Paul Hanneman
Fred D. Miller

GCW:JHV:ja:rw st

bc Fred D. Miller
E. S. Hunter
J. H. Versteeg
F. E. Terpin
C. O. Fredrickson w/att.

JOHN K. JOHNSON
REGISTERED PROFESSIONAL ENGINEER
36350 HWY 101 N
NEHALEM, OREGON 97131
(503) 368-6544

OSDOT-Highway Division
Attn: H.S. Coulter, State Highway Engineer
2960 E. State Street
Salem, OR 97310

RE: Nehalem Slide Repair on Hwy 101

Dear Mr. Coulter:

As you certainly are aware a major slide occurred on Highway 101 near Nehalem this past winter and now the Highway Division is preparing to repair it. The newspapers stated that well over a million dollars has been allocated to this project. There are many locally who feel this money could be better spent simply bypassing the City of Nehalem altogether, thereby eliminating the slide area from the State's maintenance responsibility and eliminating a hill and two 90-degree turns from Highway 101. A portion of the necessary right-of-way is already possessed by the State, intended formerly to go down the Nehalem spit. Perhaps you have already considered this and rejected it some reason. If so, that's your job and I can live with your decision. You are more aware of the political and financial factors than I. But from a purely practical sense a costly repair of an unstable area seems a little short-sighted.

Sincerely,

John K. Johnson

cc: Governor Atiyeh
Senator Isham
Representative Hanneman

1 Versteeg
Trout
Wakerlig

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JUN 13 1983
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STATE HWY ENGR
JUN 10 '83
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FOR

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		X				

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JUN 13 '83
REFER TO
Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

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9 N

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Cole ... Stoudenmeyer
Eriksen ... King
Beard ... Bedford ... Leu
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By FINAL DESIGN ENGINEER
Return To File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 23, 1983

1 Versteeg ✓
3
Terpin
Trout
✓ Wakerlig
ROAD DESIGN SECTION
Action

Mr. Tom Morisky
4002 N.E. Multnomah St.
Portland, OR 97232

RE: Right of Way Information
Nehalem Slide Section
Oregon Coast Highway
Tillamook County

This is in response to your letter dated June 7, 1983 in which you asked certain questions about this project.

Survey traverse lines were run to use in calculating the position of the right-of-way centerline in the slide area. This calculated line is shown on the map you saw in our office.

Final determination of the right-of-way centerline will be made after the computations and records are reviewed by our Right-of-Way Description Section.

Staking of the centerline will not be done until right-of-way negotiations are underway. A Right-of-Way Agent will be contacting you regarding a permit of entry early next week.

All of the deeds, County Road documents, survey information and related data have been sent to the Right-of-Way Description Supervisor, Hank Wakerlig.

As yet the centerline has not been run in the field. When this work is completed and plotted on a map you will be advised.

The Project Manager will be Mr. H. N. "Bud" VanCleave, 1802 Front Street, P. O. Box 780, Tillamook, OR 97141, phone: 842-8262. For your information he has a field office in a trailer located at the north end of the new bridge under construciton south of Nehalem.

Preliminary plans for this project may be available by June 27, 1983. They will show your house and the specifications will instruct the contractor to avoid damaging it.

T. W. Litchfield
REGION II MAINTENANCE ENGINEER

TWL/clm

bcc: J. H. Versteeg
J. B. Boyd
V. P. Wilson
E. L. Everton
H. N. Van Cleave

9874

9N

Misc

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: MEMO TO THE FILES

DATE: June 1, 1983

Don

FROM: Donald L. Trout
Final Project Coordinator

SUBJECT: Status Report
Nehalem Slide
Oregon Coast Hwy.
Tillamook County

Versteeg ✓
Anderson A
1 Adams
3 Macnab SAm
Stoudenmeyer
Terpin
Trout
Wakerlig

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JUN 02 1983
ROAD DESIGN SECTION

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Action

1. Field work is nearing completion and the location survey data is expected in Salem by June 3, 1983.

2. Right-of-way acquisition will be necessary on a number of parcels and it appears the completion of right-of-way acquisition will control the letting of the contract. It is anticipated right-of-way acquisition could take six months.

3. Environmental documentation, Division of State Lands Permits, Corps of Engineers Permits, ect., can be "hand carried" as much as possible and do not appear at this time to present any significant delays.

DLT:mg

cc: J. H. Versteeg
Bruce Boyd
Frank Terpin
Cam Gilmour

REFERRED TO
1 Watson W Mann
Cole Stoudenmeyer
X Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

81-125-1367

9874

r11

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-5(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30093

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/9/83

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Nehalem slide section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $51,000 - F.F. $44,956
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 5/3/83.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Migte
5/16

14. DATE 5/9/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9874

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

NOTED
H.S. COULTER

STATE A-95 REVIEW ADDENDUM

APPLICANT: Ore. Dept. of Transportation - Highway Division

PROJECT TITLE: Nehalem Slide

PNRS #: OR830317-027-2

DATE: May 5, 1983

The State Clearinghouse has received additional comments from __________

subsequent to our conclusion letter of __________

please see copy (ies) attached for your attention.

RECEIVED
STATE HWY ENGR
MAY 9 '83
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Additional Clearinghouse comments:

( ) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

PROGRAM SECTION
MAY 6, 1983
cc: FHWA
STATE HIGHWAY ENGINEER ✓
LOCATION UNIT
RIGHT-OF-WAY
ROAD DESIGN SEC.
ENVIRONMENTAL SEC.
BRIDGE SEC.
AERONAUTICS DIV.
FED. AID GROUP
REG. (2) ENGR.: C.O. FREDRICKSON
DIS. (1) ENGR.: E.L. EVERTON

PNRS #7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

APR 12 1983

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #: OR 8[illegible]-2 Return Date: APR -8 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Turbidity in this tidal portion would be minimal if the surplus soil is hauled to an upland or approved site and not shoved into the water. For additional information contact:

Warren Knispel
ODFW District Biologist
619 Beerman Creek Rd.
Seaside, OR 97138
738-7066

Agency Fish + Wildlife By Tony Fossett

PNRS #2 Phone Number 229-5679

4

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

M[illegible] 3 83

REFER TO

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

Attachment
cc: FHWA
✓STATE HWY. ENGR.
LOCATION UNIT
RIGHT-OF-WAY SEC.
ROAD DESIGN SEC.
ENVIRONMENTAL SEC.
BRIDGE SEC.
AERONAUTICS DIV.
FED.-AID GROUP
REG(2)ENGR:
C.O. FREDRICKSON
DIS(1)ENGR:
E.L. EVERTON

CONCLUSIONS

NOTED
H.S. COULTER

APPLICANT: Oregon Dept. of Transportation - Highway Division

PROJECT TITLE: Nehalem Slide

DATE: April 26, 1983

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830317-027-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 8/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
APR 21 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 830317-027-2 Return Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By C.H.

PNRS #2 Phone Number 8-3059

9874

+

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO:

Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
D.J. Tindall
C.O. Fredrickson
E.L. Everton

DATE: April 18, 1983

FROM: D.E. Swan
Project Unit Engineer

SUBJECT: Nehalem Slide
PNRS #OR 830317-027-2

As indicated on the attachment, the Division of State Lands is concerned about the amount of material within the banks of the waterway which need to be moved. Please insure that they are informed as to the quantity of material involved as soon as the design phase progresses far enough to make a determination.

DJT:bks
Attachment

RECEIVED
STATE HWY ENGR
APR 18 '83
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Contains Recycled Materials

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Buz

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE
Salem, Oregon 97310
Phone: 378-3732
Toll Free Number: 1-800-452-7813

NOTICE OF CONTINUING INTEREST

APPLICANT: Ore. DOT, Highway Division

PROJECT TITLE: Nehelem Slide

PNRS NUMBER: OR830317-027-2

DATE: April 8, 1983

☒ Please submit additional information to the State Clearinghouse as requested by Division of State Lands (Details attached)

☐ Please confer with ____________ Potential conflicts with this agency's programs have been identified. If a resolution is not achieved, the Clearinghouse will arrange a formal conference. (Details attached)

☐ The Clearinghouse wishes to arrange a formal conference to explore issues raised. You will be contacted to arrange details.

NOTE: The Clearinghouse will sign off as soon as questions have been answered and/or conflicts resolved.

If no resolution is reached, the Clearinghouse requires submission of the final proposal for review and comment a minimum of 30 days prior to submission to the funding agency. Final comments must accompany the application to the funding agency.

PNRS #4
Revised 2/79

Bill [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
MAR 21 1983
DIVISION OF STATE LANDS

APR 7 1983 PNRS STATE REVIEW

Project #: OR 830317-027-2 Return Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

How much material would be moved?

Agency Lands

By Wm Parks

PNRS #2

Phone Number 378-3058

9874

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: April 13, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Projected Survey Authorization
Development Time
Nehalem Slide
Willamina Slide

Per your request to George Wills, I am attaching bar charts representing the events and time as they have been occurring and a supposition of minimum times. The actual time is shaded and the minimum time has been left unshaded.

You will note that both projects show substantially longer development time than the minimum. The minimum time is rarely achieved.

GCW:FET:ja

Attachments

cc R. N. Bothman w/attachments
E. S. Hunter "

RECEIVED
STATE HWY ENGR

APR 15 '83

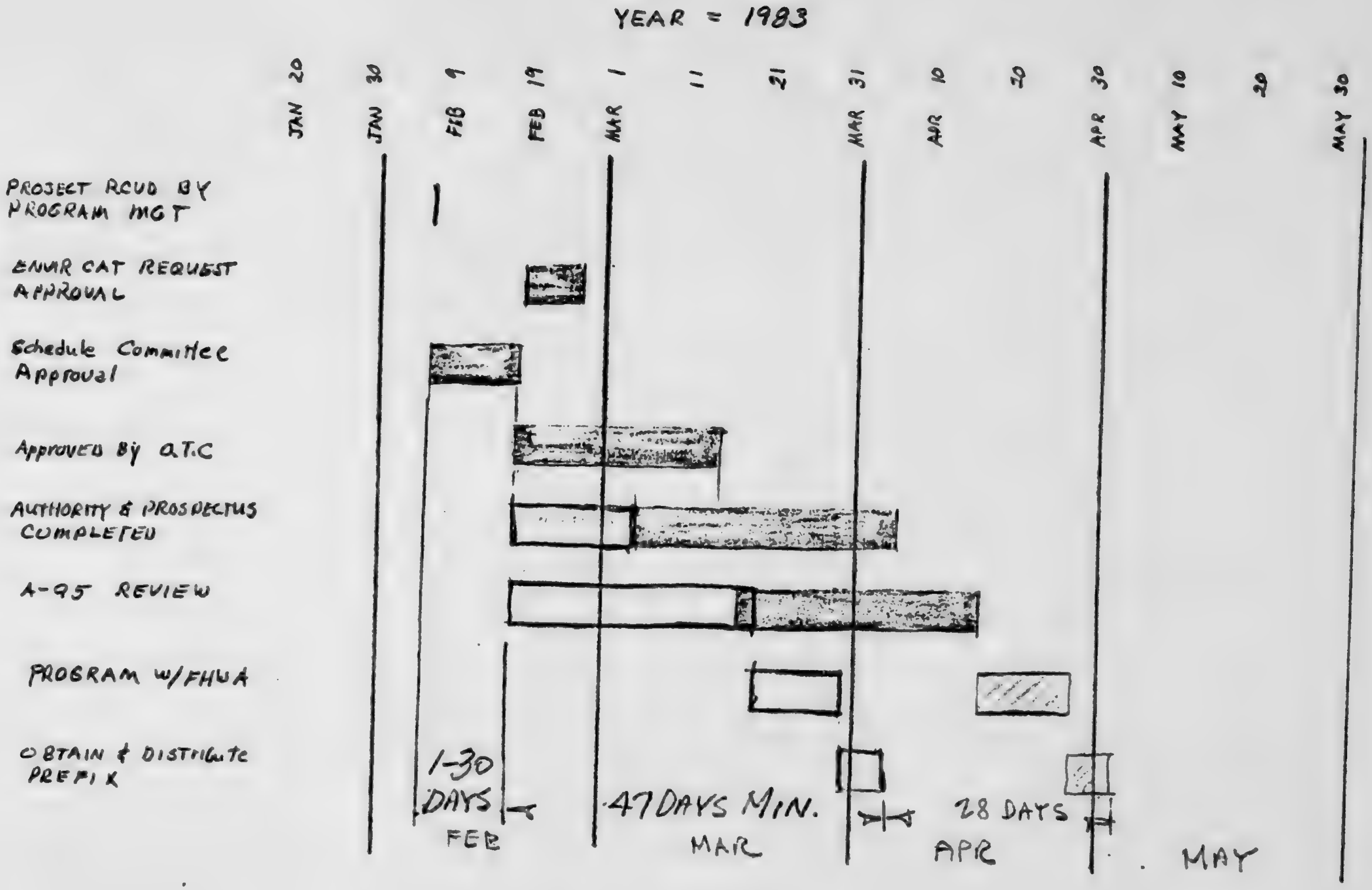
REFER TO
Hunter-Bothman-Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓						

cy
4/18

81-125-1387

Contains Recycled Materials



NEHALEM SLIDE
OREGON COAST HIGHWAY

Form ....

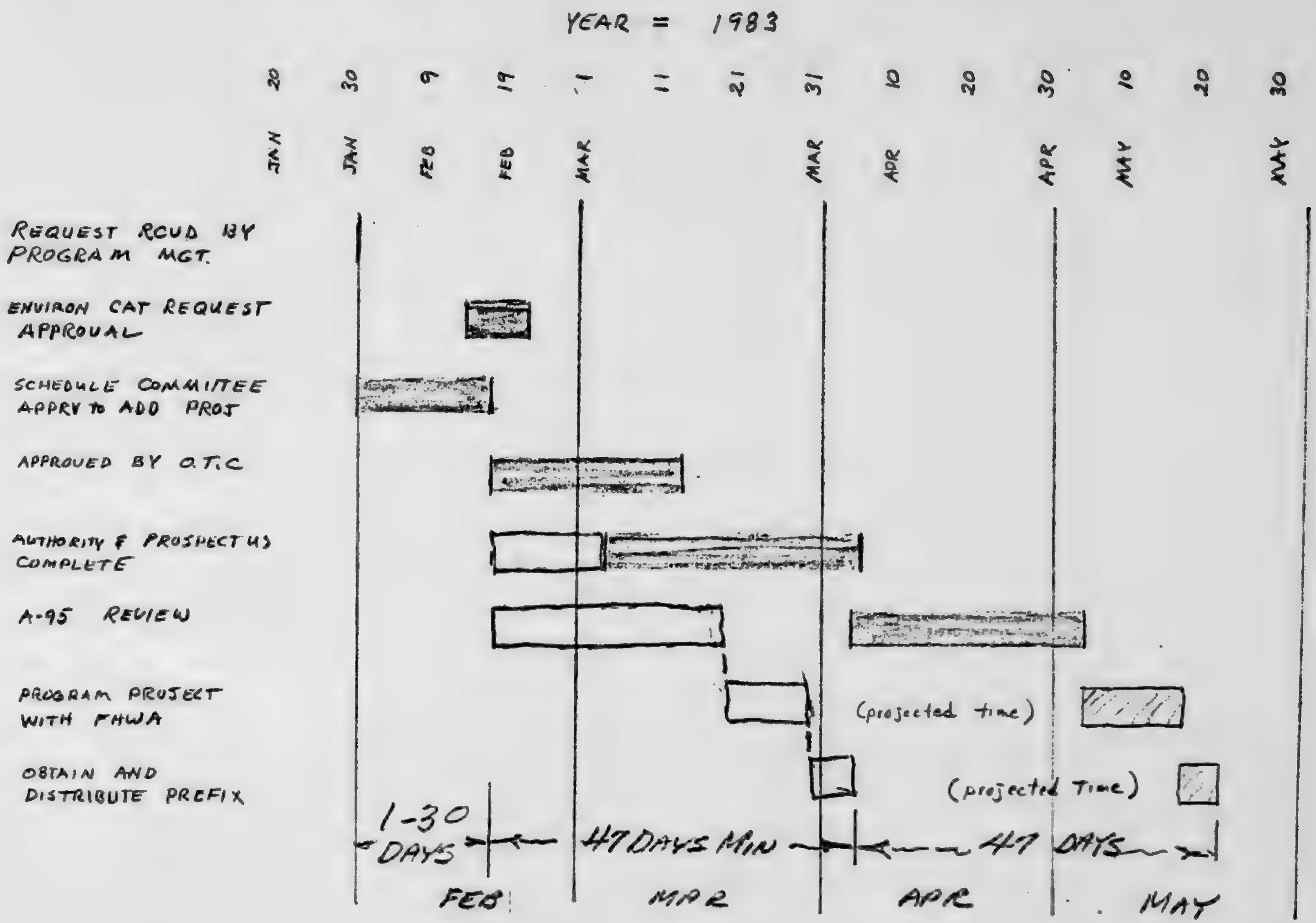
Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for ....

Made by .... Date .... Checked by .... Date ....



WILLAMINA SLIDE, M.P. 1.1

WILLAMINA - SHERIDAN HIGHWAY

9874

+1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO

Date: March 17, 1983

To: Executive Department
Federal-Aid Coordination Unit

Clatsop-Tillamook
Intergovernmental Council
P.O. Box 488
Cannon Beach, OR 97110

D E Swan

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 1
Section: Nehalem Slide
Highway: FAP 2 (M.P. 45.0 - 45.6)
County: Tillamook

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be April 10, 1983.

DJT:bks
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. __2__ Engr.: C.O. Fredrickson
Dis. __1__ Engr.: E.L. Everton
Aeronautics Division
David Powers, Parks
D.J. Tindall

RECEIVED
STATE HWY ENGR
MAR 17 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Nehalem Slide			
11	12] PROJECT LOCATION—CITY FAP 2 M.P. 45.0 - 45.6	PROJECT LOCATION—COUNTY Tillamook	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05	Remove slide debris and restore pre-slide vertical and horizontal alignment.
06	12] Work will include drainage and probably a rock inlay. [71
07	12] [71
08	12] [71
09	12] [71
10	12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	1,142,000		154,000			1,296,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: 3-8-83	Yes ☒ 31 No ☐ 32	Yes ☒ 33 No ☐ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	April	10	1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 3-8-83

VI. If project includes state funds (12C), identify agency HIGHWAY DIVISION

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

February 18, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
Nehalem Slide
Oregon Coast Highway
Tillamook County
F-2-5(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

ENVIRONMENTAL SECTION
February 28, 1983

CONCUR:

Division Administrator Date

GAP:lb

Attachments (4)

cc:
- J. B. Boyd (3)
- H. H. Versteeg (4)
- Keats Oliver
- L. E. George (2)
- D. E. Swan
- W. J. Hart
- C. T. Keasey
- F. E. Terpin
- Local Programs Unit
- Phil Lewellyn
- Surfacing Design
- Ceneral Files
- C. O. Fredrickson
- Mike Schultz
- William Fretwell
- Eldon Everton
- Don Keyes (8)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
NEHALEM SLIDE

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

A major slide occurred January 6, 1983, which closed approximately 2,000 feet of Highway 101 near the south city limits of Nehalem. Five properties were affected, including the destruction of two homes. The project will require acquisition of two acres.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project may require some work in or near the Nehalem River Estuary. This work would be to stabilize the slide area and the river bank. If this area is not stabilized, homes above the slide area could be in jeopardy.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Highway 101 is the only major north-south route on the Oregon Coast. It is essential that traffic be maintained for commerce and tourism.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There may be some river bank stabilization in the project area.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

This project should be completed the summer of 1983 to stabilize the area and prevent future sliding.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

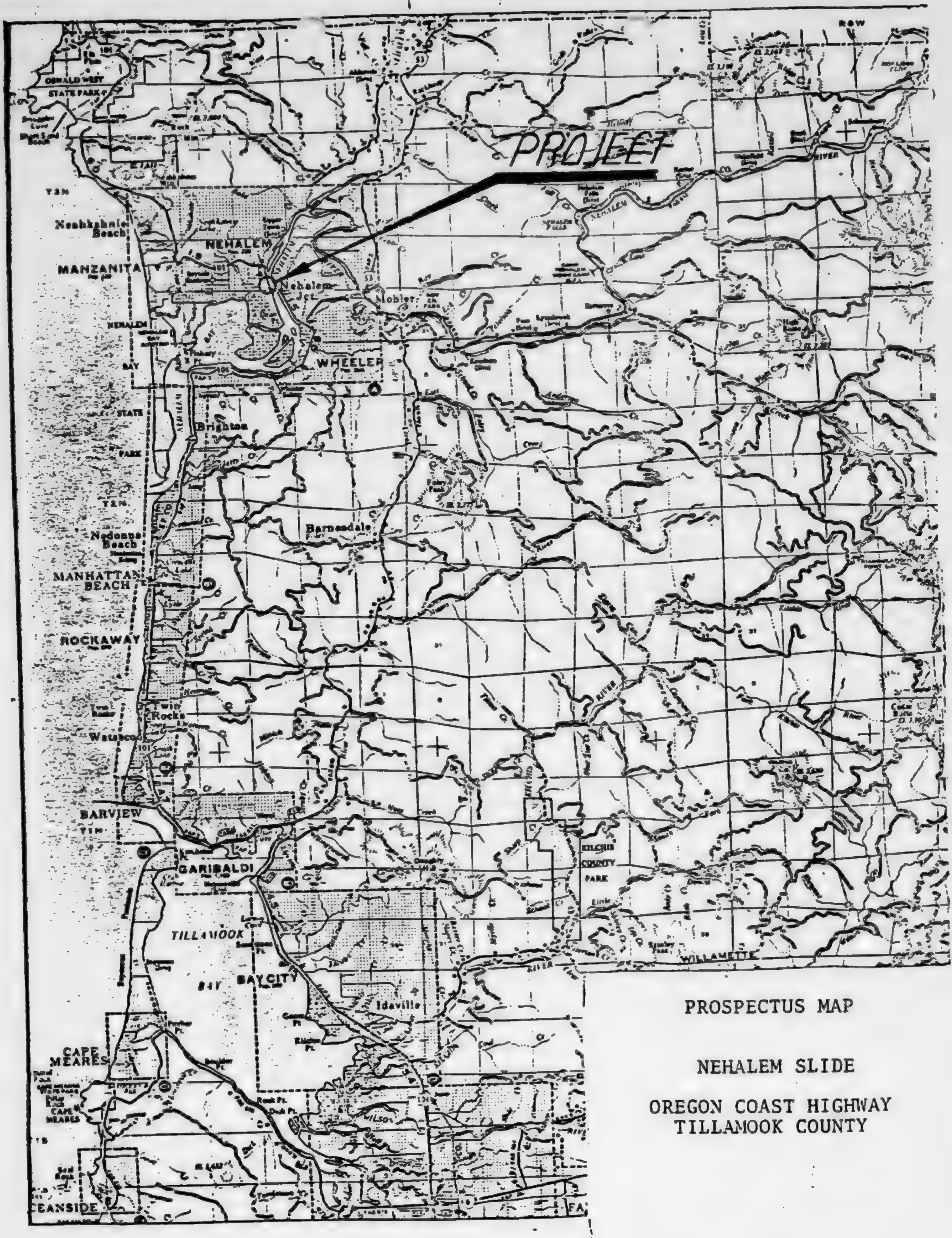
In accordance with 23 CFR 771.115, para. 14, this project is a Categorical Exclusion in that it would improve a high hazard location and requires only a minor amount of right-of-way

OTHER DOCUMENTATION

Conditional Use Permit
Wetlands Analysis

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Schultz	378-2626	

734-1913 (7-80)


PROJECT
OSWALD WEST STATE PARK
Neahkahnie Beach
NEHALEM
MANZANITA
Nehalem Jct.
Nobler
NEHALEM BAY
STATE PARK
WHEELER
Brighton
Nedonna Beach
Barnesdale
MANHATTAN BEACH
ROCKAWAY
Twin Rocks
Watseco
BARVIEW
GARIBALDI
KILCHIS COUNTY PARK
TILLAMOOK BAY
BAY CITY
Idaville
CAPE MEARES
EANSIDE
NEHALEM RIVER
WILLAMETTE
T3N
T2N
T1N

PROSPECTUS MAP

NEHALEM SLIDE

OREGON COAST HIGHWAY
TILLAMOOK COUNTY

9774

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. CON

DATE: March 4, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Region 2 Slide Projects

On the consent calendar for the March meeting will be a request to add two slide correction projects to our construction program.

The first project is on the Oregon Coast Highway in Tillamook County at Nehalem. This $1,236,000 project would be funded by Federal Aid Primary Funds, including $147,000 State match.

The second project is on the Willamina-Sheridan Highway in Polk County at Willamina. This $264,000 project would be funded by Federal Aid Secondary Funds, including $32,000 State match.

Both these slides should be repaired as soon as possible. Funding can be made available from the favorable bids on other projects and we anticipate we can be ready to award contracts by mid-summer.

I recommend your approval and request authority to sign the necessary agreement for and on your behalf.

bc Fred D. Miller
R. W. Gormsen
E. S. Hunter
D. E. Swan
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
V. E. Skoog
Warren Richards
Carl Nelson
C. O. Fredrickson

DES:pf ia

734-3122

7591

Misc 9"

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Tillamook County

KEY ID#

SECTION Nehalem Slide

REGION 2

~~Oregon Coast Highway~~ #9

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 29-1986

DATE 2-4-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 14,800	915 AUDITS	$	$ ~~5,000~~	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		5,000	934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		2,000	935 SOILS		1,500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		3,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		500
910 REGION GEOLOGIST		7,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		750	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		750	932 RAILROAD & UTILITIES		200			
						TOTALS	$51,000	$ 51,000

RIGHT-OF-WAY PREFIX

PREVIOUS AUTHORIZATION $

FEDERAL AID PROJECT NUMBER F-2-5(10)

ADD. AUTH. REQUIRED $

LOCATION ENGINEER'S REMARKS

Retrace and reestablish resolution R/W centerline. Prepare plans, specifications and cost estimate for slide correction and restoration of roadway.

RECEIVED

ROAD DESIGN SECTION

Action

Dewey Watson

1 cy ✓
2 cy
3 cy
4 cy

Approved by [illegible]

PREPARED BY Don Thurston by SMR	DATE 2-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/6/83
RECOMMENDED, REGION ENGINEER by X Phillip O. [illegible]	DATE 2-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X	DATE 4/4/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 5-9-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

NHM 0001

SECTION Nehalem Slide				KEY ID # REGION 2
STATE HIGHWAY # 9	HIGHWAY NAME Oregon Coast		MILE POST FROM 45.0 TO 45.6	LENGTH 0.6 mi
☒ URBAN ☐ RURAL	CITY Nehalem	COUNTY Tillamook	ROAD/STREET NAME	
ROUTE # 101	FEDERAL AID # FAP 2	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 50.0	GRADING (✓)	✓	FILES (#)	5
RIGHT OF WAY	$ 10.0	PAVING (✓)	✓	ACRES (#)	2
ROADWAY	$ 834.6	STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$	SIGNING (✓)	✓	**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 48.1			RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 353.0	DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION	$ 1235.7	WORK TYPE (1-12)	2	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE	$ 1295.7			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FA	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	On Paved Shldr
AVERAGE DAILY TRAFFIC	4,500	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

A major slide occurred January 6, 1983, which displaced the highway. The highway was closed to traffic from January 6 to January 13, 1983. Presently traffic is being routed over gravel surfacing on a temporary facility which was ramped up over the slide debris.

PROPOSED SOLUTION

Excavate slide debris as necessary to reconstruct the Oregon Coast Highway and restore horizontal and vertical alignment. Work will include drainage and probably a rock inlay. Utilities will need to replace their facilities. The estimated cost as shown anticipates a cut-off trench, below the slip plane. This

REQUESTED. REGION ENGINEER X Phillip O. Ste	DATE 2-4-83			
APPROVED. ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE 15 MAR 83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Nehalem Slide	KEY ID # REGION 2

PROJECT JUSTIFICATION

would be large enough to accommodate sufficient rock backfill to provide a buttress with the proper safety factor. It should be emphasized that this is a very tentative estimate as it is based upon assumptions not substantiated by factual data at this time. The work done during the survey phase will develop the proper information from which accurate corrective measures may be designed.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Nehalem Slide

REGION
2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	S	SENSITIVE LAND	N
PHOTOGRAMMETRY	S	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	S ~~N~~	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES
City of Nehalem Water
Underhill Cable Television Servic
North Till Co Sanitary Auth(sewe
Tillamook PUD (electric)
Nehalem Telephone

DESIGN SPEED
45

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
—	—	—	—	1'gr	—	—	12'	—x	12'	—	—	1'gr	—	—	—	—
—	—	—	—	4'	—	—	12'	—	12'	—	—	4'	—	—	—	—

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class B AC	4"	2"	Aggregate Base	17"	
Aggregate Leveling	2"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	--			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank E.
Location Engineer
Date 4/4/83

734-1912 (7-82)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
ENV 3

February 18, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
Nehalem Slide
Oregon Coast Highway
Tillamook County
F-2-5(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (4)

CONCUR:

Division Administrator Date

RECEIVED
MAR 0 3 1983
LOCATION
SECTION

ENVIRONMENTAL SECTION
February 28, 1983

cc: J. B. Boyd (3)
H. H. Versteeg (4)
Keats Oliver
L. E. George (2)
D. E. Swan
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
Ceneral Files
C. O. Fredrickson
Mike Schultz
William Fretwell
Eldon Everton
Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 2

SECTION NEHALEM SLIDE

ESTIMATED RIGHT-OF-WAY IMPACTS

A major slide occurred January 6, 1983, which closed approximately 2,000 feet of Highway 101 near the south city limits of Nehalem. Five properties were affected, including the destruction of two homes. The project will require acquisition of two acres.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project may require some work in or near the Nehalem River Estuary. This work would be to stabilize the slide area and the river bank. If this area is not stabilized, homes above the slide area could be in jeopardy.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Highway 101 is the only major north-south route on the Oregon Coast. It is essential that traffic be maintained for commerce and tourism.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There may be some river bank stabilization in the project area.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

This project should be completed the summer of 1983 to stabilize the area and prevent future sliding.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

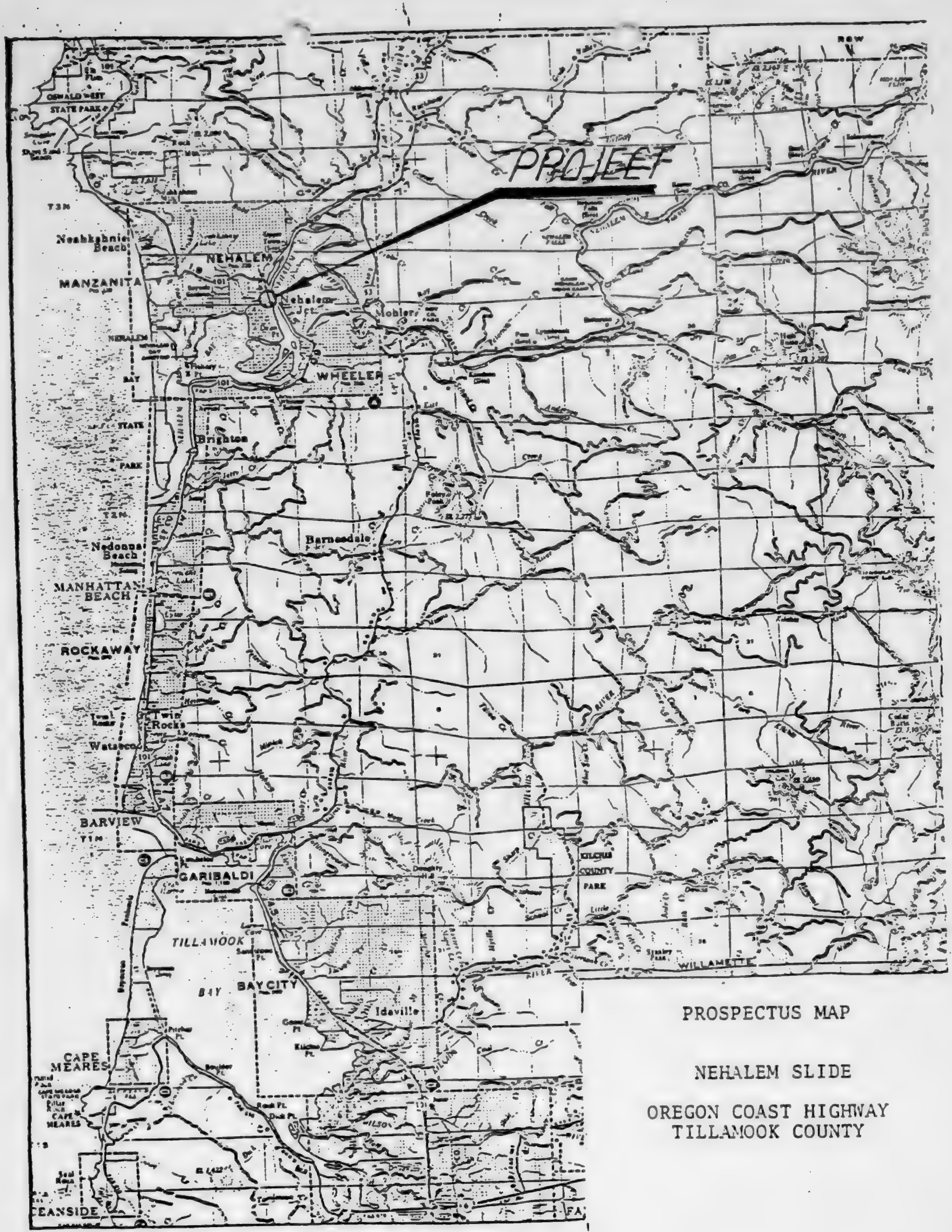
In accordance with 23 CFR 771.115, para. 14, this project is a Categorical Exclusion in that it would improve a high hazard location and requires only a minor amount of right-of-way

OTHER DOCUMENTATION

Conditional Use Permit
Wetlands Analysis

PREPARED BY X Michael K. Schultz	TELEPHONE NUMBER 378-2626	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

[illegible]


PROJECT
OSWALD WEST STATE PARK
T3N
Neahkahnie Beach
NEHALEM
MANZANITA
Nehalem Jct.
Mohler
NEHALEM BAY
WHEELER
STATE PARK
Brighton
T2N
Barnesdale
Nedonna Beach
MANHATTAN BEACH
ROCKAWAY
Twin Rocks
Watseco
RIVER
BARVIEW
T1N
GARIBALDI
KILCHIS COUNTY PARK
WILLAMETTE
TILLAMOOK
BAY
BAY CITY
Idaville
CAPE MEARES
WILSON
EANSIDE
FA

PROSPECTUS MAP

NEHALEM SLIDE

OREGON COAST HIGHWAY
TILLAMOOK COUNTY

1984 Umatilla R. (Riverside Br, 9875
& U.P.R.R. Sec, OR-WA Hwy. in
Pendleton. (gr, pav, str, sig, ill) #2

jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

VM

REGION NO. 10	REPORT NO. 14	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 8/30/89	REPORT MADE BY Thomas P. Lowe, Area Engineer		PROJECT NO. FFR-BFR-19(7)
COMPLETION DATE (Actual) 10/12/86	ACCEPTANCE DATE BY CONRTACT AGENCY March 11, 1988	TIME ELAPSED See Below %	CONTRACT TIME 625 Days
LOCATION See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $600,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

UMATILLA RIVER @ UPRR U'XING
OREGON - WASHINGTON HIGHWAY
Grading, Paving, Structure, Signing & Illumination

Project Description:

This project is situated on the northeast eastern city limits of Pendleton where Oregon Highway 11 crosses the Umatilla River. It begins at the intersection of Highway 11 and U.S. 30 and extends north of Riverside Drive to an existing three lane road section. The new concrete structure, which provides four lanes of traffic with sidewalks on both sides replaced a narrow, deteriorating bridge with two lanes of traffic and an 8 foot sidewalk.

Contract Time:

The contractor took 789 to complete the work. The contract allowed 625 days. The State granted 102 days time extension and charged liquidated damages for 62 days at $450/day.

Contract Claim:

P.A. 21 granted a time extension of 27 days and settled a claim for correcting an engineering error in the amount of $21,980. The dollar amount of item 4021A ($21,496.00) and item 4021B ($484.00) is nonparticipating and must be recorded as such on the voucher.

- TPL -

RECEIVED
STATE HWY ENGR
AUG 31 '89
ASSIGNED TO
Husby
FOF
INFO | | | | SIGN | ACT | FILE

Cy
9-15

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 8/30/89	TITLE District Engineer	DATE 8/30/89

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9875

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9875

TO: Don Adams
Deputy State Highway Engineer

DATE: May 4, 1988

FROM: Gerald Wimer Gerald Wimer
Construction Operations Engineer

SUBJECT: Umatilla River (Riverside) Bridge and UPRR X'ing.
Contract No. 9875
Order for Force Work No. 9

This order has been recoded non-participating based on FHWA Division Administrator Dale E. Wilken's attached April 6 letter.

However, the order and transmittal are not clear that this was a contractor responsibility. Mr. Wilken said the contractor was responsible. The contractor completed the construction and paper work on October 12, 1986, and May 26, 1987, respectively. This was well before the Commission accepted the project on March 11, 1988. The order was submitted for approval March 21, 1988.

It may have been appropriate to charge this work to Maintenance as suggested by Mr. Wilken. This office, though, approved the order based on Region recommendation. They either coded the order for participation or left it to this office to do.

I suggest the matter be dropped.

GW:mk

Attach.

cc: R. D. Hector/attach.

05023m

5/12
cm
Agree

RECEIVED
STATE HWY ENGR
MAY 4 '88
REFER TO
Wimer
FOR
Info Inves R/D D/R Sign Act File

81-125-1987

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street N.E.
Salem, Oregon 97301

DE ___ .. OM ___
OE ......
CA ......
CAM ......
EEO ......

RECEIVED
[illegible] 1 [illegible]
CONSTRUCTION SECTION

SPC ___ TC ___
SA ..... CC .....
FE ... CP ...
PQC ......
QCS ......
FILE ______

April 6, 1988
IN REPLY REFER TO
HB-OR

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Forbes:

Oregon Project FFR-BRF-19(7)
Umatilla R. (Riverside) Br. and UPRR U'Xing
Oregon - Washington Highway
Force Order Number 9

We are returning Mr. Fredrickson's March 25 Force Order Number 9 unapproved. Repair of the plugged catch basin should have been a contractor responsibility; it is now a maintenance function.

Sincerely yours,

John T. Price
for Dale E. Wilken
Division Administrator

cc:
OSHD (C. Gilmour, Program)
OSHD (C. Fredrickson, Const) w/Force Order No. 9

4/8

Chuck - on these kinds of letters, I'd like you to assume responsibility for appropriate action. I'm sure you do already; just wanted to say so. Don

RECEIVED
STATE HWY ENGR
APR 7 '88
REFER TO
Adams
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

March 17, 1988

CON 5 - 9875

Safeco Insurance Co.
4101 S. W. Kruse Way
Lake Oswego, OR 97034

On March 16, 1988, we wrote to you concerning release of final payment on Contract No. 9875 awarded to Ross Bros. Construction for work on the Umatilla River (Riverside) Bridge and U.P.R.R. U'Xing of the Oregon-Washington Highway in Umatilla County.

Final payment on this contract is $18,286.21 and the total contract amount is $2,726,611.98 including $13,612.87 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9875

March 14, 1988

CON 5 - 9875

Corey, Byler, Rew, Lorenzen & Hojem
Attorneys At Law
P. O. Box 218
Pendleton, OR 97801

Thank you for the Notice dated February 18, 1988, stating that the claim of Pendleton Ready Mix, Inc., in the amount of $51,278.14 has been satisfied.

You state this was in reference to the Ross Bros. Construction, Inc. Contract No. 9875 for work on the Umatilla River (Riverside) Bridge and UPRR U'Xing Section of the Oregon-Washington Highway in Umatilla County.

This claim release will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Safeco Insurance Co. of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: Bryant Jackmond

FKN:cv

February 18, 1988

Certified Mail - Return Receipt Requested

State of Oregon
Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: File CON 5-9875

NOTICE IS HEREBY GIVEN that the claim of Pendleton Ready Mix, Co., for concrete rock and other materials in the sum of $51,278.14 against the bond taken by Ross Bros. Construction, Inc., as principal, and SAFECO Insurance Company of America, Inc., a Washington corporation, for work performed on Oregon State Highway Division Contract No. 9875 the Umatilla River Bridge and U.P.R.R. Crossing Project, has been satisfied and such claim is released.

PENDLETON READY MIX CO.

By: Terry L. Clarke, President

RECEIVED
FEB 25 1988
COMMISSIO SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Secretary of State
SAFECO Insurance Company

9x75 jc

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-BRF-19(7)
2. STATE PROJECT NO.
2A. COUNTY NAME Umatilla
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80274
6. TO

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENG
MAR 17 '88
REFER TO
Gilmour
Info | File

7. DATE AUTHORIZATION EFFECTIVE July 21, 1986
8. FEDERAL ROUTE NUMBER FAP 19
9. STATE ROUTE NUMBER 8
10. GENERAL LOCATION:
Umatilla River (Riverside) Br & UPRR X'ing
11. GENERAL DESCRIPTION OF WORK
Cost Overrun
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/21/86 as requested in Mr. Fredrickson's letter of 2/11/88 as being cost effective for the use of Union Pacific Railroad forces to proceed with the above work.

State Force Order No. 2 Sup. is approved for a TEC of $158,814; Federal Funds $127,051 and State Force Order No. 5 Sup. is approved for a TEC of $152,400; Federal Funds $121,920.

14. DATE 3/14/88
15. SIGNATURE OF APPROVING OFFICIAL John T. Price
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9875

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9875

TO: Manager
Commission Services

DATE: March 11, 1988

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9875, On Site Work Substantially Completed October 12, 1986

All Work Completed May 26, 1987

Project Umatilla R. (Riverside) Bridge and UPRR U'xing

Highway Oregon-Washington

County Umatilla

Type of Work Grade, Pave, Structures, Signs, and Illumination

Contractor Ross Bros. Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-16-88 - Surety letter sent. slp.

RECEIVED
MAR 14 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9875

January 20, 1988

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

CON 5
9875

Re: Time Extension Appeal
Umatilla River (Riverside) Bridge
and UPRR Crossing
Contract No. 9875
FAP No. FFR-BRF-19(7)

This will affirm the results of our meeting with you on January 15, 1988. You requested the meeting to appeal the decision on contract time contained in my letter of December 3, 1987.

After careful review of the items you pointed out during the meeting, and after carefully reviewing the relevant project data, I find nothing to change the decision contained in my December 3, 1987 letter.

Your request for additional contract time is denied and cannot be considered since it was not submitted within the 60 day time period required in the contract provisions.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector
Tom Penner

9875

ROSS BROS.
CONSTRUCTION, INC.
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
503-393-5885

December 8, 1987

W.E. Schwartz
Assistant State Hwy. Engineer
Transportation Bldg.
Salem, Or. 97310

Re: Time Extension Request
Umatilla River (Riverside Bridge)
Contract #9875
Ross Bros. Job #6-84

Dear Pat:

We are in receipt of your letter dated December 3, 1987 regarding our request for extension of time on the subject project. We are not in agreement with your letter.

The second notification on the project was dated October 12, 1986 and issued on July 24, 1987. (see copy attached)

Ross Bros. made request for extension of time and you responded with your letter dated December 2, 1986 granting 59 calendar days and ending your letter with.... "should you wish further review of this matter, or to submit additional data, please contact Project Manager, Tom Penner"........

As you can see, we complied with section 108.09 of the Standard Specifications.

Since we complied with section 108.09 and you left the door open for further review and Ross Bros. found evidence of stop notices and other items which effected the completion of the subject project. Ross Bros. requested additional contract time through Tom Penner.

Ross Bros. believes that OSHD is in violation of section 108.09 as your letter of December 3, 1987 is more than 60 days after receipt of time extension request.

We herewith request a meeting in Salem, Oregon to discuss and resolve this issue. Please set the meeting up as soon as possible.

Sincerely,

Terry Guisinger

Terry Guisinger
Ross Bros. Construction, Inc.

cc: file

RECEIVED
STATE HWY ENGR
DEC 9 '87
REFER TO
Jackmond
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓					✓	

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

Set up meeting if approp. — WES

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

IVED
1986
BROS. CONST.

December 2, 1986

In Reply Refer to
File No.:

CON 5
9875

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Re: Time Extension Request
Umatilla River (Riverside) Bridge
and UPRR U'Xing
Contract No. 9875
FAP No. FFR-BRG-19(7)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. You have requested an additional 443 calendar days of contract time for five stated reasons. The amount of additional time claimed for each of the stated reasons adds to a total of 341 calendar days requested.

Item 1: You have requested an additional 207 calendar days due to delay to excavation and shoring for Bent No. 1 of the railroad structure resulting from utility relocations. Our records indicate that the total amount of time required for the utility moves was 82 calendar days and that at least 30 calendar days should have been anticipated. Therefore, a contract time adjustment of an additional 52 calendar days is granted for this reason.

Item 2: You have requested an additional 14 calendar days due to late approval for blasting at the railroad structure. Our records indicate this delay to be seven (7) calendar days and a contract time adjustment of an additional seven (7) calendar days is granted.

Item 3: You requested an additional 58 calendar days due to the removal and replacement of concrete diaphragms. This work was a contractor responsibility and no additional contract time is warranted. This portion of your request is denied.

RECEIVED
DEC 6 1986
ROSS BROS. CONST.

Item 4: You requested an additional 58 calendar days due to anticipated delays in telephone cable relocation. The actual delay was 26 days and should have been expected. This portion of your request is denied.

Item 5: You requested an additional four (4) calendar days due to the removal and replacement of concrete curbs. This work apparently resulted from poor workmanship and this portion of your request is denied.

In summary, a contract time adjustment of an additional 59 calendar days is granted under items 1 and 2 above. The adjusted contract time of completion of this project is 682 calendar days. There remains 107 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Tom Penner.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

HIGHWAY DIVISION

[illegible]

Project Name (Section) Umatilla River (Riverside) Br. and UPRR U'Xing		Contract No. 9875
Highway Oregon-Washington	County Umatilla	
Contractor Ross Brothers Construction, Inc.		F.A. Project No. FFR-BRF-19(7)
Project Manager (Sign) Thomas Q P	Date 7-24-87	Date of Award Aug. 02, 1984

FIRST NOTIFICATION

Date October 3, 1984 on which the erection of a plant or the development of aggregate sources or the performance of a contract construction operation began.

SECOND NOTIFICATION

	Specified Completion (from contract)	Days charged	Date(s) the work was completed and the time charge stopped
(a)	May 1, 1986	164	October 12, 1986
(b)			
(c)			

All claims for additional compensation must be submitted by ______
(See subsection 109.05 of the contract provisions for additional requirements.)

Known items necessary to complete the requirements for "Third Notification" are—

RECEIVED
JUL 27 1987
ROSS BROS. CONST.

FILE

THIRD NOTIFICATION

Date May 26, 1987 on which all contract work was completed, including corrective work, equipment and plant removal, site cleanup, and Project Manager's receipt of all certifications, bills, forms and other documents required under the contract.

Distribution—
- ___ Original to Construction
- [✓ Copy to Contractor's Headquarters]
- ___ Copy to Region Engineer
- ___ Copy to Project Manager's File

Instructions—
Submit for each notification date as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Report the second notification as each phase of work is completed. Report the second notification at the beginning and ending of establishment work.

Form 734-3233 (Rev. 3-87)

CONTRACTOR

December 3, 1987

CON 5
9875

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Second Time Extension Request
Umatilla River (Riverside Bridge)
and UPRR Crossing
Contract No. 9875
FAP No. FFR-BRF-19(7)

Your second request for additional contract time in which to complete the above project has been received. You have requested an additional 94 1/2 days of contract time due to ten stated causes.

This request cannot be considered. The contract provides, in Subsection 108.09 of the Standard Specifications, that it is expressly agreed that failure to submit a request for adjustment of contract time within 60 days of "Second Notification" is a waiver of the contractor's right to an adjustment of contract time. Your request was received 344 days after "Second Notification".

W. E. Schwartz
Assistant State Highway Engineer

bc C. O. Fredrickson
R. D. Hector w/att.
Tom Penner w/att.

OBJ:mk sl

[illegible] 10-14-87

STATE OF OREGON INTEROFFICE MEMO

O: O.B. Jackmond
Contract Administration Engineer

DATE: October 2, 1987

ROM: Warren Richards
Region Construction Engineer

UBJECT: **TIME EXTENSION REQUEST**
Umatilla River (Riverside) Bridge and
UPRR Crossing Section
Oregon/Washington Highway
Contract 9875 - Umatilla County

Attached is a request from the contractor for a 94 1/2-day extension of contract time. Also attached is an analysis by the project manager in which he recommends a 13-day extension.

The second notification date for this project was October 12, 1986, with a third notification date of May 26, 1987. This time-extension request was received on September 21, 1987--which is 344 days after the second notification date. Subsection 108.09 states that time requests must be submitted within 60 days of second notification or the contractor waives his right to an extension of time. My recommendation is that the request be denied due to the contractor's failure to submit his request in a timely manner.

11-27-87
W.E. - Schwartz -
I concur with Region that this request is late and cannot be considered.
O.B. Jackmond

In the event it is determined that the request should be considered, the project manager and Region should analyze the request further. I suspect the delays recognized by the project manager may not have actually affected the project completion date.

The contractor had requested additional contract time prior to the second notification. He requested a 443-day extension at that time. He was granted a 59-day extension on December 2, 1986, which reduced from 164 to 105 the number of days subject to liquidated damages. Eighteen contract days were added in conjunction with added work covered by Price Agreements 17, 18 and 20. The liquidated damages were further reduced by an extension of 27 days as part of a unilateral claim settlement. The proposed settlement was submitted to the contractor in late March of 1987, and it was unilaterally approved on May 29, 1987.

The contract originally allowed 625 calendar days, and a total of 102 additional calendar days have been added due to delays and added work. The contract work was completed in 789 calendar days with 62 days of liquidated damages presently assessed.

RECEIVED
OCT 05 1987
CONSTRUCTION SECTION
CE ...... CAE ✓
CCE ...... OM ......
OE ....
CA ....
CAM ....
EEO ....
SPC ...... TC ......
SA ...... CC ......
FE ...... CP
PQC ....
QCS ....
FILE ....

WR:rt

cc: Tom Penner

October 28, 1987

CON 5 - 9633
9905
9762
9867
9541
9875✓
10,001
10,048

Washington State Department
of Transportation
Transportation Building KF-01
Olympia, WA 98504-5201

Attention: Glenn E. Hambrick
Prequalification Analyst

As requested, we have checked the Secretary of State's printout of claims filed against Ross Bros. Construction Inc. on Contract Nos. 9633, 9905, 9762, 9867, 9541, 9875, 10,001 and 10,048 for 1986 and 1987.

We have marked the claims where we have received notification that they have been paid. As discussed, we have no way of knowing that the claims are paid unless the claimant notifies us.

We have also attached an additional list of claims which were not shown on the Secretary of State's printout.

If we can be of any further assistance, please give us a call.

Fran Neavoll
COMMISSION SERVICES

Attachments

bc: Bryant Jackmond: For your information

FKN:slp

Washington State
Department of Transportation
Transportation Building KF-01
Olympia, Washington 98504-5201
(206) 753-6005

Duane Berentson
Secretary of Transportation

October 21, 1987

Commission Services
Oregon Dept. of Transportation
Transportation Building
Salem, OR 97310
Attn: Fran Neavoll

Re: Ross Bros. Construction, Inc.

Dear Ms. Neavoll:

Regarding our recent telephone conversation, I would appreciate your assistance in obtaining lien information concerning your organization and Ross Bros. Construction, Inc.

In that light, would you please indicate which liens are still current, on the enclosed Office of Secretary of State listings for 1986 and 1987. I understand that Ross Bros. is required to notify your office of releases from the liens.

Please return the enclosed listing at your earliest convenience.

Should you require further information in this matter please contact me at (206) 753-7368.

Very truly yours,

Glenn E. Hambrick

GLENN E. HAMBRICK
Prequalification Analyst

GEH:vg

Enclosure

RECEIVED
OCT 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY OF STATE

BARBARA ROBERTS
SECRETARY OF STATE

PUBLIC RECORDS DIVISION
JANET M. SULLIVAN
DIRECTOR

143 STATE CAPITOL
SALEM, OREGON 97310-0722

ADMINISTRATIVE RULES — (503) 378-4339
NOTARY PUBLIC — (503) 378-4724
PUBLIC RECORDS — (503) 378-2971
UNIFORM COMMERCIAL CODE — (503) 378-4146

October 19, 1987

Washington State Dept. of Trans.
Transportation Bldg.
Olympia, WA 98504

Dear Glenn Hambrick:

Per our phone conversation today I am sending you print-outs of the Notice of Claims we have on file against Ross Bros. Construction, Inc. for the years 1986 and 1987.

If you have any questions or need additional information, please feel free to contact me.

Sincerely,

Robin L. Zelmer
Public Records Officer

Encl.

OCT 21 1987

CLAIMS NOT LISTED ON SECRETARY OF STATE'S PRINTOUT

CLAIMS (LIENS) AS LISTED IN THE FILES OF COMMISSION SERVICES, OREGON DEPT. OF TRANSPORTATION, 121 TRANSPORTATION BUILDING, SALEM, OR 97310 AGAINST ROSS BROS. CONSTRUCTION INC. (1986-87) AS FOLLOWS:

Contract No. 9633 — Mystic Creek-Camas Valley Section, Coos Bay-Roseburg Highway, Douglas County

Amount: $104,228.68
By: Roseburg Paving Co.
Surety: Safeco Insurance Co. of America
Filed: 1-27-86 (CL 1985-0243)

Contract No. 9875 — Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County

Amount: $5,238.50
By: Pendleton Ready Mix Co.
Surety: Safeco Insurance Company of America
Filed: 1-9-87 (CL 1986-0347)

Contract No. 10,048 — Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County

Amount: $3,071.30 (plus late charges)
By: Tri-County Sand
Surety: Safeco Insurance Co. of America
Filed: 1-22-86 (CL 1985-0232)

Amount: $1,300.00
By: Farwest Rebar Co.
Surety: Safeco Insurance Co. of America
Filed: 5-30-86 (CL 1986-0209)

Amount: $1,303.10 (plus int. & atty. fees)
By: Coast Crane & Equipment Co.
Surety: Safeco Insurance Co. of America
Filed: 4-8-87

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ATEGORY   NOTICE OF CLAIM - PAID
MOUNT     $41,418
Y         Coral Sales Co.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      February 20, 1986
ILENUM    CL 1986-0082
EMARKS    Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
          Hwy., Umatilla Co.
              DOCUMENT=        7 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $22,414.94 plus interest
Y         J. C. Drilling & Contracting Co.
GAINST    Ross Bros. Construction Co.
URETY     Safeco Ins. Co. of America
ILED      March 13, 1986
ILENUM    CL 1986-0113
EMARKS    Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
          Willamina-Salem Hwy., Polk & Marion Co.'s.
              DOCUMENT=        8 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $21,066.40
Y         Mocon Corp.
GAINST    Ross Brothers Construction, Inc.
URETY     Safeco Ins. Co.
ILED      February 14, 1986
ILENUM    CL 1986-0076
EMARKS    Job: Hwy. Div. Contract No. 10,001, work on the power line road, brid
          road in Umatilla Co.
              DOCUMENT=        9 OF       33
ATEGORY   NOTICE OF CLAIM - PAID
MOUNT     $15,684
Y         Northwest Pipe & Casing
GAINST    Ross Bros. Construciton, Inc.
URETY     Safeco Ins. Co. of America
ILED      February 20, 1986
ILENUM    CL 1986-0081
EMARKS    Job: Hwy. Div. Contract No. 10001, Power line rd.-bridge rd. sec., Mc
          Hwy., Umatilla Co.
              DOCUMENT=       10 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $582
Y         Platt, Ron Mfg., Inc.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      February 12, 1986
ILENUM    CL 1986-0071
EMARKS    Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec. Pacif
          Hwy., Marion Co.
              DOCUMENT=       11 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $3,078.44
Y         Associated Sand & Gravel Co., Inc.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      April 25, 1986

FILENUM    CL 1986-0167
REMARKS    Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
           & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
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SEARCH - QUERY
00005 ROSS.AGAINST. AND NOTICE AND 1986

              DOCUMENT=         1 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $28,445.05 including all credits
BY        B & R Concrete
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     January 27, 1986
FILENUM   CL 1986-0039
REMARKS   Job: Hwy. Div. Contract No. 9867, Snake River (Ontario Spur) Bridge,
          Ferry-Ontario Hwy.
              DOCUMENT=         2 OF        33
CATEGORY  NOTICE OF CLAIM                      * $6,175.25 Contract 9875
AMOUNT    See Remarks *                        * $4,793 50 Contract 10,001
BY        Jo Von Concrete Pumping                $ 331.53 late charge for both con
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     January 27, 1986
FILENUM   CL 1986-0045.
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
          U'Xing, Oregon-Washington Hwy., Umatilla Co., $6,175.25; Hwy. Div. Co
          No. 10001, Power Line Rd-Bridge Rd. Section, McNary Hwy., Umatilla Co
          $4,793.50.
              DOCUMENT=         3 OF        33
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $7,570.36
BY        AGC-Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction Co., Inc.
SURETY    Safeco Ins. of Amer.
FILED     January 6, 1986
FILENUM   CL 1986-0009.
REMARKS   Job. Hwy. Div. Contract No. 10001, Powerline Rd.-Bridge Rd. sec.-McNa
          Hwy., Umatilla Co.
              DOCUMENT=         4 OF        33
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $7,868
BY        AGC-Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     February 10, 1986
FILENUM   CL 1986-0065
REMARKS   Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
          Hwy., Umatilla Co.
              DOCUMENT=         5 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $3,292
BY        Barrier West
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco
FILED     March 21, 1986
FILENUM   CL 1986-0125
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
          U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
              DOCUMENT=         6 OF        33
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AMOUNT    -$30,400
BY         Dywidag Systems International, USA, Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of Amer.
FILED      May 19, 1986
FILENUM    CL 1986-0193
REMARKS    Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
           sec., McNary Hwy., Umatilla Co.
              DOCUMENT=       18 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $14,514.25
BY         Pendleton Ready Mix Co.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      May 20, 1986

           CL 1986-0208
REMARKS    Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
           & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
              DOCUMENT=       19 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $1,304.20
BY         Riedel International, Inc. dba Western Pacific Construction
           Materials Co.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of Amer.
FILED      May 19, 1986
FILENUM    CL 1986-0196
REMARKS    Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
           sec., Pacific Hwy., Multnomah Co.
              DOCUMENT=       20 OF       33
CATEGORY   NOTICE OF CLAIM - PAID
AMOUNT     $2,137.88
BY         Hogan Mfg., Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      June 30, 1986
FILENUM    CL 1986-0238
REMARKS    Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd. sec.
           Pacific Hwy., Multnomah Co.
               Satisfied: September 17, 1986.
              DOCUMENT=       21 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $270
BY         Lunceford, Murry
AGAINST    Ross Bros. Construction Co.
SURETY     Safeco Ins. Co.
FILED      July 17, 1986
FILENUM    CL 1986-0252
REMARKS    Job: Improvements on the I-5 Freeway, at or near the Terwilliger Curv
           Multnomah Co.
              DOCUMENT=       22 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $1,607.08
BY         Umatilla Ready-Mix, Inc.
AGAINST    Ross Bros. Construction, Inc.

SURETY     Safeco Ins. Co. of America
FILED      June 30, 1986
FILENUM    CL 1986-0241
REMARKS    Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
           Hwy., Umatilla Co.
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               DOCUMENT-        23 OF        33
CATEGORY    NOTICE OF CLAIM [illegible]
AMOUNT      $16,773.96
BY          Umatilla Ready-Mix, Inc.
AGAINST     Ross Bros. Construction, Inc.
SURETY      Safeco Ins. Co. of America
FILED       August 11, 1986
FILENUM     CL 1986-0268
REMARKS     Job: Hwy  Div  [illegible]
                Amended: $3,507.63 pd. on account, filed September 10, 1986.
                Amended: $7,000 pd, on account, filed October 9, 1986.
                                                            33
CATEGORY    NOTICE OF CLAIM-PAID
AMOUNT      $27,703.50
BY          United Steel Inc.
AGAINST     Ross Bros. Construction, Inc.
SURETY      Safeco Ins. Co. of America
FILED       June 3, 1986
FILENUM     CL 1986-0225
REMARKS     Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
            Hwy., Umatilla Co.
               DOCUMENT-        25 OF        33
CATEGORY    NOTICE OF CLAIM-PAID
AMOUNT      $4,633
BY          Westland Irrigation Dist.
AGAINST     Ross Bros. Construction, Inc.
SURETY      Safeco Ins. Co. of America
FILED       June 3, 1986
FILENUM     CL 1986-0226
REMARKS     Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
            Hwy., Umatilla Co.
               DOCUMENT-        26 OF        33
CATEGORY    NOTICE OF CLAIM
AMOUNT      $5,640
BY          Hardt, Edwin L.
AGAINST     Ross Bros. Construction, Inc.
SURETY      Safeco Ins. Co. of America
FILED       October 9, 1986
FILENUM     CL 1986-0304
REMARKS     Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside)
            Bridge & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
               DOCUMENT-        27 OF        33
CATEGORY    NOTICE OF CLAIM
AMOUNT      $2,249.90
BY          Progress Quarries, Inc.
AGAINST     Ross Bros. Construction, Inc.
SURETY      Safeco Ins. Co. of America
FILED       August 22, 1986
FILENUM     CL 1986-0272
REMARKS     Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
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              sec., Pacific Hwy., Multnomah Co.
                  DOCUMENT=        28 OF        33
CATEGORY    NOTICE OF CLAIM
AMOUNT      $1,214.98
BY          B & M Construction Equipment Co.
AGAINST     Ross Bros. Construction, Inc.
SURETY      Safeco Ins. Co. of Amer.
FILED       November 17, 1986
FILENUM     CL 1986-0335
REMARKS     Job: Hwy. Div. Contract No. 9875, Umatilla River-Riverside Bridge,
            Pendleton.
                  DOCUMENT=        29 OF        33
CATEGORY    NOTICE OF CLAIM
AMOUNT      $2,057.12
BY          Ross Machine & Iron Works, Inc.
AGAINST     Ross Bros. Construction, Inc.
SURETY      Safeco Ins. Co. of America
FILED       November 13, 1986
FILENUM     CL 1986-0332
REMARKS     Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
            Hwy., Umatilla Co.
                  DOCUMENT=        30 OF        33
CATEGORY    NOTICE OF CLAIM-PAID
AMOUNT      $41,523.70
BY          A-1 Sandblasting & Steam Cleaning Co.
AGAINST     Ross Bros. Construction, Inc.
SURETY      Safeco Ins. Co. of America
FILED       October 30, 1986
FILENUM     CL 1986-0318
REMARKS     Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
            sec., Willamina-Salem Hwy., Polk & Marion Co.'s.
                  DOCUMENT=        31 OF        33
CATEGORY    NOTICE OF CLAIM
AMOUNT      $51,278.14
BY          Pendleton Ready Mix Co.
AGAINST     Ross Bros. Construction
SURETY      Safeco Ins. Co. of Amer.
FILED       December 9, 1986
FILENUM     CL 1986-0347
REMARKS     Job: Hwy. Div. Cont. No. 9875, Umatilla Rvr. Bridge & U.P.R.R Crossin
            Project.
               Amended: December 18, 1986, in amt. of $5,238.50.
                  DOCUMENT=        32 OF        33
CATEGORY    NOTICE OF CLAIM
AMOUNT      $1,948
BY          Tri-State Concrete Pumping
AGAINST     Ross Bros. Construction, Inc.
SURETY      Safeco Ins. Co. of Amer.
FILED       December 29, 1986
FILENUM     CL 1986-0362
REMARKS     Job: Hwy. Div. Cont. No. 9875, Umatilla River (Riverside) Bridge & UP
            U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
                  DOCUMENT=        33 OF        33
CATEGORY    NOTICE OF CLAIM
AMOUNT      $17,550.63
BY          Wildhorse Contracting
AGAINST     Ross Bros. Construction, Inc.
SURETY      Safeco Ins. Co. of America
FILED       October 28, 1986
FILENUM     CL 1986-0316
REMARKS     Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
            Hwy., Umatilla Co.
R0601 * END OF DOCUMENTS IN LIST   ENTER RETURN OR ANOTHER COMMAND.
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SEARCH - QUERY
0Q003 ROSS.AGAINST. AND NOTI[illegible] AND 1987

              DOCUMENT=        1 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $4,668.71
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 28, 1987
FILENUM   CL 1987-0021
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River
          (Riverside) Bridge & Uppr Undercrossing sec. of Oregon-
          Washington Hwy., Umatilla Co.
              DOCUMENT=        2 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $6,044.78
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     February 4, 1987
FILENUM   CL 1987-0030
REMARKS   Job: Hwy. Div. Contract No. 10001, Powerline Rd.,
          Bridge Rd. sec. of McNary Hwy., Umatilla Co.
              DOCUMENT=        3 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $14,500.75 plus interest
BY        Hutchinson, Ray dba Columbia Western Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 13, 1987
FILENUM   CL 1987-0010
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-
          Bridge Rd. sec., McNary Hwy., Umatilla Co.
              DOCUMENT=        4 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $201,173.01
BY        Wildhorse Contracting, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     March 4, 1987
FILENUM   CL 1987-0046
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr.
          (Riverside) Bridge & UPPR U'Xing sec., Oregon-
          Washington Hwy., Umatilla Co.
              DOCUMENT=        5 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,436.48
BY        Progress Quarries, Inc.
AGAINST   Ross Brothers Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 18, 1987
FILENUM   CL 1987-0070
REMARKS   Job: Contract No. 10048, work of supplying rock & delivering it
          to project at Marquam Bridge, SW Haines Rd. sec., Pacific Hwy.,
          Multnomah Co.
          DOCUMENT=       12 OF        33
CATEGORY  NOTICE OF CLAIM- PAID
AMOUNT    $14,395.62
BY        Cascade Construction Co., Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     April 25, 1986
FILENUM   CL 1986-0169
REMARKS   Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec.,
          Pacific Hwy., Marion Co.
          DOCUMENT=       13 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,668.72
BY        Coral Sales Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 20, 1986
FILENUM   CL 1986-0205
REMARKS   Job: Hwy. Div. Contract No. 9633, Mystic Creek-Camas Valley sec.,
          Coos Bay-Roseburg Hwy., Douglas Co.
          DOCUMENT=       14 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,879.09
BY        Rowell & Wickersham Contractors, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 30, 1986
FILENUM   CL 1986-0220
REMARKS   Job: Hwy. Div. Contract No. 9762, Palmer Crk. Bridge sec., Salem-
          Dayton Hwy., Yamhill Co.
          DOCUMENT=       15 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $5,089.55
BY        Star Rentals & Sales
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 30, 1986
FILENUM   CL 1986-0221
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
          & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
              Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
          sec., McNary Hwy., Umatilla Co.
          DOCUMENT=       16 OF        33
CATEGORY  NOTICE OF CLAIM- NOT FOUND in Comm files
AMOUNT    $21,428.21
BY        Davis, Henry G. dba Treasure Valley Rebar
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     April 14, 1986
FILENUM   CL 1986-0149
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside).
          DOCUMENT=       17 OF        33
CATEGORY  NOTICE OF CLAIM
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          DOCUMENT=       6 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $4,287.21
BY        Continental Telephone Co. of the NW
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co.
FILED     August 3, 1987

          CL 1987-0084
REMARKS   Job: Contract No. 9762. Construction of the Palmer Creek Bridge.

R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.
```

7875 jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	FFR-BRF-19(7)
2. STATE PROJECT NO.	See Below
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	80274
2A. COUNTY NAME	Umatilla

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 19 '87
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
January 26, 1987	FAP 19	8

10. GENERAL LOCATION:

Umatilla River (Riverside) Br & UPRR X'ing Section

11. GENERAL DESCRIPTION OF WORK

Provide power service facilities

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/26/87 as requested in Mr. Fredrickson's letter of 3/12/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $3,800; Federal Funds $3,040.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/18/87		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9875

March 16, 1987

CON 5 - #9875

AGC-Operating Engineers
Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Barbara J. Ford
Delinquency Coordinator

Thank you for your letter of March 9, 1987, advising us that the claim for fringe benefits due employees of Wildhorse Contracting, Inc., has been paid and settled by Ross Bros. Construction, Inc.

This was in connection with their Contract No. 9875 for work on the Umatilla River (Riverside) Bridge and UPRR U'Xing Section of the Oregon-Washington Highway in Umatilla County.

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Secretary of State

bbc: Bryant Jackmond FKN:cc

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

March 9, 1987

Ms. Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RE: File No. CON 5 - 9875

Dear Ms. Neavoll:

On January 27, 1987 a claim was filed by this office in the amount of $4,668.71 in contributions for fringe benefits due employees of Wildhorse Contracting, Inc., a subcontractor of Ross Bros. Construction, Inc.

Please be advised that our claim has now been paid and settled by Ross Bros. Construction, Inc.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

BJ Ford

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

cc: Ross Bros. Construction, Inc.
Safeco Insurance Co. of America

RECEIVED
MAR 10 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E.
Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
LLOYD BABLER, JR., *Chairman*
RICHARD ROBERTSON, *Vice Chairman*
ARTHUR WEEKS
JAMES M. WRIGHT

Union Trustees
FRANCIS WICKLANDER, *Secretary*
JIM RIDDERBUSCH, *Vice Secretary*
CHARLES MARLIN
MARK HOLLIDAY

AGC
Oregon-Columbia
Chapter

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

1775

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

files

February 27, 1987

Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RE: File #CON 5 - 9875

Dear Ms. Neavoll:

Pursuant to your note of February 24, 1987 enclosed please find photocopy of Notice of Claim which was served on the Secretary of State's office on January 28, 1987.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

BJ Ford

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

Enclosure

No response nec.
as adm identical
claim on 2/24/87 -

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E. Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees	Union Trustees
LLOYD BABLER, JR., Chairman	FRANCIS WICKLANDER, Secretary
RICHARD ROBERTSON, Vice Chairman	JIM RIDDERBUSCH, Vice Secretary
ARTHUR WEEKS	CHARLES MARLIN
JAMES M. WRIGHT	MARK HOLLIDAY

AGC Oregon-Columbia Chapter

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

RETURN RECEIPT REQUESTED: P 290 404 313

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO: Secretary of State
State of Oregon
Salem, OR 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due the the employees of WILDHORSE CONTRACTING, INC. working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of FOUR THOUSAND SIX HUNDRED SIXTY EIGHT AND 71/100ths DOLLARS. ($4.668.71) contributions together with liquidated damages of FIVE HUNDRED FIFTY AND 43/100ths DOLLARS. ($550.43) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued with bond no. 4376288, 4371288 on which ROSS BROS. CONSTRUCTION, INC. is the principal. STATE OF OREGON, DEPARTMENT OF TRANSPORTATION is the owner, and SAFECO INS. CO. OF AMERICA is the surety, for that project known as OSHD #9875 - UMATILLA RIVER (RIVERSIDE) BR

Wildhorse

HWY. UMATILLA COUNT

DATED:____________

***Subject to revis

SENDER: Complete items 1 and 2 when additional services are desired, and complete items 3 and 4.
Put your address in the "RETURN TO" space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for additional service(s) requested.

1. ☒ Show to whom delivered, date, ~~and addressee's address~~.
2. ☐ Restricted Delivery.

3. Article Addressed to:
Secretary of State
State of Oregon
Salem, OR 97310

4. Article Number
P 290 404 313

Type of Service:
☐ Registered
☒ Certified
☐ Express Mail
☐ Insured
☐ COD

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature — Addressee
X

6. Signature — Agent
X Bill Parke
State of Oregon
97310

7. Date of Delivery
JAN 28 1987

8. Addressee's Address *(ONLY if requested and fee paid)*
Received by State Mailroom
Agent at Main Post Office

PS Form 3811, Feb. 1986

DOMESTIC RETURN RECEIPT

9875

February 24, 1987

CON 5 - 9875

AGC-Operating Engineers Trust Funds
P. O. Box 4668
Portland, OR 97208

We have received your claim letter dated January 27, 1987, filed against the following Highway Division contract:

FILED BY:	AGC-Operating Engineers Local 701 Trust Funds
AMOUNT:	$4,668.71 together with liquidated damages of $550.43 and interest until paid
FOR:	Fringe benefits due employees of Wildhorse Contracting, Inc.
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America

Under Oregon law, you will need to file this claim direct with the Secretary of State. Their address is 143 Capitol Building, Salem, OR 97310.

Please advise this office when your claim has been paid. For your information, attached is a copy of the law, which outlines the filing procedure.

NOTED ON CARD
2-24-87 azm

Fran Neavoll
COMMISSION SERVICES

Attachment

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Bryant Jackmond

FKN:azm

RETURN RECEIPT REQUESTED: P 290 404 314

RECEIVED
JAN 28 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Oregon Department of Transportation
121 Transportation Bldg.
Salem, OR 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due the the employees of WILDHORSE CONTRACTING, INC. working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of FOUR THOUSAND SIX HUNDRED SIXTY EIGHT AND 71/100ths DOLLARS, ($4,668.71) contributions together with liquidated damages of FIVE HUNDRED FIFTY AND 43/100ths DOLLARS, ($550.43) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued with bond no. 4376288, 4371288 on which ROSS BROS. CONSTRUCTION, INC. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION is the owner, and SAFECO INS. CO. OF AMERICA is the surety, for that project known as OSHD #9875 - UMATILLA RIVER (RIVERSIDE) BRIDGE & UPPR UNDERCROSSING SECTION OF OREGON-WASH. HWY, UMATILLA COUNTY, OREGON.

DATED: January 27, 1987

AGC - OPERATING ENGINEERS
LOCAL 701 TRUST FUNDS

Gary Harrison
Gary Harrison
Trust Administrator
P. O. Box 4668
Portland, OR 97208

***Subject to revision

OPERATING ENGINEERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNT - PER CERTIFIED PAYROLLS FILED THROUGH SEPT. 21, 1986 ONLY
ON PROJECT: OSHD 9875 - UMATILLA RIVER (RIVERSIDE) BRIDGE
WILDHORSE CONTRACTING, INC.

SUMMARY OF SCHEDULES 1-3

CONTRIBUTIONS:	$4,668.71
LIQUIDATED DAMAGES:	550.43
INTEREST (to 1/20/87):	845.49
	$6,064.63

RECEIVED
JAN 28 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OPERATING ENGINEERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNT - PER CERTIFIED PAYROLLS FILED THROUGH SEPT. 21, 1986 ONLY
ON PROJECT: OSHD 9875 - UMATILLA RIVER (RIVERSIDE) BRIDGE
WILDHORSE CONTRACTING, INC.

RECEIVED
JAN 28 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Schedule 1 of 3

		1984 OCTOBER	NOVEMBER	DECEMBER	TOTAL
Hixson, M. 522-72-0492		22.0	58.0	57.0	137.0
Pearson, D. 540-72-5853				48.0	48.0
TOTAL HOURS:		22.0	58.0	105.0	185.0
CONTRIBUTIONS:					
HEALTH & WELFARE	$2.03	$44.66	$117.74	$213.15	$375.55
PENSION	1.47	32.34	85.26	154.35	271.95
TRAINING	0.10	2.20	5.80	10.50	18.50
CIAF	0.07	1.54	4.06	7.35	12.95
VACATION	1.00	22.00	58.00	105.00	185.00
SUBTOTAL		102.74	270.86	490.35	863.95
INTEREST		26.31	66.71	115.92	208.94
LIQUID. DAMAGES		15.12	31.68	53.31	100.11
TOTAL		$144.17	$369.25	$659.58	$1173.00

Schedule 2 of 3

OPERATING ENGINEERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNT - PER CERTIFIED PAYROLLS FILED THROUGH SEPT. 21, 1986 ONLY
ON PROJECT: OSHD 9875 - UMATILLA RIVER (RIVERSIDE) BRIDGE
WILDHORSE CONTRACTING, INC.

		1985										
		JANUARY	FEBRUARY	MARCH	APRIL	MAY	RATE	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER
Hixson, M. 522-72-0492		43.0										
Pearson, D. 540-72-5853		97.5	43.0	38.5				2.0		6.5		
Deardorf, F. Unknown					122.0	159.0						
Pearson, C. A. Unknown								16.0	29.5	18.5	8.5	
Sorrel, J. 540-80-1222												3.0
Authier, D. 538-62-9883										4.5		
TOTAL HOURS:		140.5	43.0	38.5	122.0	159.0		18.0	29.5	29.5	8.5	3.0
CONTRIBUTIONS:												
HEALTH & WELFARE	$2.48	$348.44	$106.64	$95.46	$302.56	$394.32	$2.48	$44.64	$73.16	$73.16	$21.08	$7.44
PENSION	1.47	206.54	63.21	56.60	179.34	233.73	1.47	26.46	43.37	43.37	12.50	4.41
TRAINING	0.10	14.05	4.30	3.85	12.20	15.90	0.20	3.60	5.90	5.90	1.70	0.60
CIAF	0.07	9.84	3.01	2.70	8.54	11.13	0.07	1.26	2.07	2.07	0.60	0.21
VACATION	1.00	140.50	43.00	38.50	122.00	159.00	1.00	18.00	29.50	29.50	8.50	3.00
SUBTOTAL		719.37	220.16	197.13	624.64	814.08		93.96	154.00	154.00	44.38	15.66
INTEREST		163.19	47.78	40.84	123.22	152.56		16.69	25.83	24.31	6.58	2.16
LIQUID. DAMAGES		75.95	26.71	24.45	66.61	85.29		14.27	20.20	20.20	9.38	6.54
TOTAL		$958.51	$294.65	$262.42	$814.47	$1051.93		$124.92	$200.03	$198.51	$60.34	$24.36

f 3

OPERATING ENGINEERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNT - PER CERTIFIED PAYROLLS FILED THROUGH SEPT. 21, 1986 ONLY
ON PROJECT: OSHD 9875 - UMATILLA RIVER (RIVERSIDE) BRIDGE
WILDHORSE CONTRACTING, INC.

1985

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	RATE	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	TOTAL
	43.0											43.0
	97.5	43.0	38.5				2.0		6.5			187.5
				122.0	159.0							281.0
A.							16.0	29.5	18.5	8.5		72.5
											3.0	3.0
									4.5			4.5
	140.5	43.0	38.5	122.0	159.0		18.0	29.5	29.5	8.5	3.0	591.5
:												
ARE $2.48	$348.44	$106.64	$95.46	$302.56	$394.32	$2.48	$44.64	$73.16	$73.16	$21.08	$7.44	$1466.92
1.47	206.54	63.21	56.60	179.34	233.73	1.47	26.46	43.37	43.37	12.50	4.41	869.53
0.10	14.05	4.30	3.85	12.20	15.90	0.20	3.60	5.90	5.90	1.70	0.60	68.00
0.07	9.84	3.01	2.70	8.54	11.13	0.07	1.26	2.07	2.07	0.60	0.21	41.43
1.00	140.50	43.00	38.50	122.00	159.00	1.00	18.00	29.50	29.50	8.50	3.00	591.50
	719.37	220.16	197.13	624.64	814.08		93.96	154.00	154.00	44.38	15.66	3037.38
	163.19	47.78	40.84	123.22	152.56		16.69	25.83	24.31	6.58	2.16	603.16
ES	75.95	26.71	24.45	66.61	85.29		14.27	20.20	20.20	9.38	6.54	349.60
	$958.51	$294.65	$262.42	$814.47	$1051.93		$124.92	$200.03	$198.51	$60.34	$24.36	$3990.14

RECEIVED
JAN 28 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Schedule 3 of 3

RECEIVED
JAN 28 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OPERATING ENGINEERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNT - PER CERTIFIED PAYROLLS FILED THROUGH SEPT. 21, 1986 ONLY
ON PROJECT: OSHD 9875 - UMATILLA RIVER (RIVERSIDE) BRIDGE
WILDHORSE CONTRACTING, INC.

		1986					
		FEBRUARY	APRIL	MAY	AUGUST	SEPTEMBER	TOTAL
Pearson, D. 540-72-5853			13.5	12.0			25.5
Mackie, C. E. 530-24-1340		2.0					2.0
McKindes, M. Unknown				7.5			7.5
Peek, D. 542-50-5846					47.5	64.5	112.0
TOTAL HOURS:		2.0	13.5	19.5	47.5	64.5	147.0
CONTRIBUTIONS:							
HEALTH & WELFARE	$2.48	$4.96	$33.48	$48.36	$117.80	$159.96	$364.56
PENSION	1.47	2.94	19.85	28.67	69.83	94.82	216.11
TRAINING	0.20	0.40	2.70	3.90	9.50	12.90	29.40
CIAF	0.07	0.14	0.95	1.37	3.33	4.52	10.31
VACATION	1.00	2.00	13.50	19.50	47.50	64.50	147.00
SUBTOTAL		10.44	70.48	101.80	247.96	336.70	767.38
INTEREST		1.03	5.57	7.04	9.78	9.97	33.39
LIQUID. DAMAGES		6.03	11.96	15.05	29.46	38.22	100.72
TOTAL		$17.50	$88.01	$123.89	$287.20	$384.89	$901.49

9875

February 24, 1987

CON 5 - 9875

Wildhorse Contracting, Inc.
116 South Main
Pendleton, OR 97801

We have received your claim letter dated February 10, 1987, filed against the following Highway Division contract:

FILED BY:	Wildhorse Contracting, Inc.
AMOUNT:	$201,173.01
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert W. Lagler

Under Oregon law, you will need to file this claim direct with the Secretary of State. Their address is 143 Capitol Building, Salem, OR 97310.

Please advise this office when your claim has been paid. For your information, attached is a copy of the law, which outlines the filing procedure.

Fran Neavoll
COMMISSION SERVICES

Attachment

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD
azm 2-24-87

bc: Bryant Jackmond

FKN:azm

Wildhorse Contracting
116 South Main
Pendleton, OR 97801
(503) 276-4391

February 10, 1987

Oregon State Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97303

Re: OSHD Contract Number 9875

Dear Sir,

This company was an approved subcontractor on this project. We furnished equipment, labor and performed work under our subcontract for which we have not been paid.

According to figures supplied by OSHD in Pendleton, we performed work under our subcontract in the amount of $737,404.45. We have been paid $536,231.44. Therefore we make a claim of $201,173.01 against any proceeds due Ross Bros. Construction. A like claim is made against the surety on this project.

Thank You,

Morris O. McCormmach

cc: Ross Bros. Construction
Safeco Insurance Co.

RECEIVED
FEB 12 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 8, 1987

CON 5 - 9875

Pioneer Construction, Inc.
P. O. Box 1605
Pendleton, OR 97801

Attention: Terry L. Clarke
President

We have received your letter dated December 19, 1986, requesting information on Contract No. 9875 with Ross Bros. Construction, Inc., for work on Umatilla River (Riverside) Bridge and UPRR U'Xing Section of the Oregon-Washington Highway in Umatilla County.

The performance bond was furnished by Safeco Insurance Company of America, 4101 S.W. Kruse Way, Lake Oswego, OR 97034.

Under Oregon law, you may file a claim against the prime contractor for labor and materials. We are attaching a copy of that portion of the law which outlines the filing procedure.

If you have any questions, my phone number is 378-6526.

Fran Neavoll
COMMISSION SERVICES

Attachment

FKN:slp

PIONEER CONSTRUCTION, INC.
P.O. Box 1605 • Pendleton, Oregon 97801
503 • 276 • 7885

December 16, 1986

Commission Services
121 Transportation Building
Salem, Oregon 97310

Attention: Fran Neazall

We have recently completed our project as a subcontractor for Ross Bros. Construction, Inc. on the Umatilla River (Riverside) Bridge & UPRR Xing, Contract No. 9875. Payment from this contractor has been consistently late and the quantities seldom coinside with those of the Highway Department. Therefore, we are asking that you take whatever steps that are available to help us secure payment on the remaining monies owed us on this project ($18,459.18).

Also, would you please forward any information that you have on the performances and payment bond on this project so that we may make the appropriate filings to protect our account.

Sincerely,

Terry L. Clarke
President

TLC/th

RECEIVED
DEC 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0347

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 9 1987
BARBARA ROBERTS
SECRETARY OF STATE

January 6, 1987

IN REPLY REFER TO
FILE NO.:
CON 5 - 9875

RECEIVED
JAN 12 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Stoel, Rives, Boley, Fraser & Wyse
Attorneys at Law
900 SW Fifth Avenue
Portland, OR 97204-1268

Attention: Guy A. Randles

We have received your Notice of Claim dated December 16, 1986, on behalf of Pendleton Ready Mix Co., filed against the following Highway Division contract:

FILED BY:	Pendleton Ready Mix Co.
AMOUNT:	$5,238.50 plus interest
FOR:	Materials
AGAINST (PRIME CONTRACTOR)	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Cushing Bros., Inc.
CONTRACT NO:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Fran Neavoll
COMMISSION SERVICES

cc: Safeco Insurance Company
of America
4101 SW Kruse Way
Lake Oswego, OR 97034

Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, OR 97303

NOTED ON CARD
1-20-87 cc

731-0100 (10-85)

STOEL, RIVES, BOLEY, FRASER & WYSE
ATTORNEYS AT LAW

900 S W FIFTH AVENUE, SUITE 2300
PORTLAND, OREGON 97204-1268

TELEPHONE (503) 224-3380
TELECOPIER (503) 220-2480
CABLE LAWPORT
TELEX 703455

WRITER'S DIRECT DIAL NUMBER

(503) 294-9288

December 16, 1986

VIA CERTIFIED MAIL

TO: State of Oregon Highway Division, Department of Transportation; Cushing Bros., Inc.; Secretary of State; Ross Bros. Construction, Inc.:

NOTICE IS HEREBY GIVEN that Pendleton Ready Mix Co. has a claim for concrete materials in the sum of $5,238.50 plus interest against the bond taken by Ross Bros. Construction, Inc., as principal, and Safeco Insurance Company of America, Inc., a Washington corporation, for work performed by it on Oregon State Highway Division Contract #9875, the Umatilla River Bridge and U.P.R.R. Crossing Project. Such materials were supplied to Cushing Bros., Inc.

G. A. Randles

Guy A. Randles
Attorney for Pendleton
Ready Mix Co.

cc: Safeco Insurance Company (via certified mail)

RECEIVED
DEC 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DISTRICT OF COLUMBIA OFFICE
1730 M STREET, N.W., SUITE 900
WASHINGTON, D.C. 20036-4505
(202) 955-4555

WASHINGTON COUNTY OFFICE
ONE LINCOLN CENTER, SUITE 400
10300 S W GREENBURG ROAD
TIGARD, OREGON 97223-5407
(503) 220-1441

SOUTHWEST WASHINGTON OFFICE
805 BROADWAY, SUITE 725
VANCOUVER, WASHINGTON 98660-3213
(206) 699-5900

STOEL, RIVES, BOLEY, FRASER & WYSE
ATTORNEYS AT LAW
900 S W FIFTH AVENUE, SUITE 2300
PORTLAND, OREGON 97204-1268

TELEPHONE (503) 224-3380
TELECOPIER (503) 220-2480
CABLE LAWPORT
TELEX 703455

WRITER'S DIRECT DIAL NUMBER
(503) 294-9288

CE J

RECEIVED
JAN 2 '87
STATE HWY ENGR
[redacted]
FOR
Info | Inv | P/D | D/R | Sign | Act | File

RECEIVED
STAT HWY ENGR
JAN 16 '87
REFER TO
FOR
Info | Inv | P/D | D/R | Sign | Act | File

WES
Act

1-9-87

NOTED
✓ W. E. Schwartz – W. E. SCHWARTZ

Have reviewed with Bill Claran. A response would not be appropriate to this Tort claim Notice.

D. B. Jackson

December 31, 1986

NOTED
W. E. SCHWARTZ

BY REGULAR
AND CERTIFIED MAIL

Director, Department of General Services
State of Oregon
1225 Ferry Street
Salem, OR 97310

Re: Tort Claim Notice of Pendleton Ready Mix Co.

I represent Pendleton Ready Mix Co. Pendleton Ready Mix was a concrete supplier to Ross Bros. Construction Company, Inc., the prime contractor for Oregon State Highway Division Contract No. 9875, the Umatilla River Bridge and UPRR Crossing Project. Pendleton Ready Mix was notified on December 2, 1986 that Ross Bros. intends to assess a backcharge for costs it allegedly incurred because Ross Bros. had to replace concrete which had been provided by Pendleton Ready Mix. The alleged reason for the replacement was that Pendleton Ready Mix had added a pozzolith admixture which the state ultimately rejected. Before the admixture was added, Mr. Tom Penner, the State Highway Division Project Manager, approved its use; Pendleton Ready Mix would not have used the admixture without this state approval.

The purpose of this letter is to provide notice of claim pursuant to ORS 30.275. Pendleton Ready Mix denies any liability to Ross Bros. or any other party arising from this matter. However, Pendleton Ready Mix will look to the state for indemnity and/or contribution in addition to its other damages if it is held liable for the use of the admixture. Frankly, I do not believe the notice is necessary, since I am certain the state has actual notice of the claim. Furthermore, I am doubtful that this is the type of claim that requires a tort claim notice. However, out of an abundance of caution, I want to assure that all procedural requirements even arguably applicable have been satisfied.

The total amount of the claim at this juncture is unclear, but the backcharge which Ross Bros. has thus far made is $73,522.86, exclusive of "costs for acceleration, home office overhead, impact costs or other delay costs." To the extent that Ross Bros. is entitled to recover any such amount from Pendleton Ready Mix or is entitled to offsets because of it, Pendleton Ready Mix is entitled to recover those damages from the state.

Please send all future correspondence concerning this matter to me at this address:

Stoel, Rives, Boley, Fraser & Wyse
900 SW Fifth, Suite 2300
Portland, OR 97204

Sincerely,

G.A. Randles

Guy A. Randles

GAR:jld
cc: Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, OR 97310

Mr. Daniel Seifer

CL 1986-0362

1772

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 29 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 23, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9875

Tri-State Concrete Pumping
816 South Yew Street
Kennewick, WA 99336

Attention: Dree Calhoon

We have received your letter dated December 9, 1986, with attached documentation, filing a claim against the following Highway Division contract:

FILED BY:	Tri-State Concrete Pumping
AMOUNT:	$1,948
FOR:	Concrete pumping
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

RECEIVED
DEC 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of Oregon
4101 SW Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD
1-20-87cc

bc: Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

TRI-STATE CONCRETE PUMPING

Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

Contractors License
TRI-ST-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

December 9, 1986

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Gentlemen:

Notice is hereby given that Tri-State Concrete Pumping has a claim against Ross Brothers Construction, Inc., Contract No. 9875, for work on the Umatilla River (Riverside) Bridge and UPRR U'Xing Section. Work was performed in Pendleton, Oregon.

Tri-State was employeed by Ross Brothers Construction, Inc., to perform a concrete pumping service on August 26, 1986. Tri-State Concrete Pumping supplied the service and completed the job in the amount of $1,948.00 .

As of todays date, December 9, 1986, Ross Brothers Construction, Inc., and Mr. Larry Carter have refused to make any payment to Tri-State Concrete Pumping. Tri-State Concrete Pumping will not release any interest in Ross Brothers bond with Safeco Insurance Co. of America, until payment has been made in full, to Tri-State Concrete Pumping.

Any assistance or information that your office can provide, in regards to resolving this situation, would be greatly appreciated.

Thank-you,

Dree Calhoon

Dree Calhoon

Enclosures/11

RECEIVED
DEC 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TRI-STATE CONCRETE PUMPING

Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

Contractors License
TRI-ST-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

November 24, 1986

Safeco Insurance Co. of America
4101 South West Kruseway
Lake Oswego, Oregon 97034

REF: Ross Brothers Construction
Oregon State Highway Division
Contract #9875
Riverside Bridge
Pendleton, Oregon 97801

Gentlemen:

Tri-State Concrete Pumping is requesting the with-holding of the payment bond to Ross Brothers Construction, 3501 Brooklake Road North, Salem, Oregon, 97303.

On August 26, 1986, Tri-State Concrete Pumping performed a pumping service for Ross Brothers Construction Company per requested order by Larry Carter and Bob Swaringen. As of this date, November 24, 1986, Ross Brothers has not paid the amount due, \$1,948.00, plus 1½ % interest per month on the unpaid balance.

Tri-State is requesting the with-holding of the final payment to Ross Brothers, from your bonding, until Tri-State has received payment in full, plus all accrued interest, from Ross Brothers Construction Company.

Enclosed are the invoices submitted to Ross Brothers for payment.

Thank-you,

Dree Calhoon

Dree Calhoon

RECEIVED
DEC 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Job Ticket # 818

TRI-STATE CONCRETE PUMPING

WA Residents
800-[illegible]1-8566
Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

Outside WA
800 331-1983
Contractors License
TRI-ST-CP-170 NA
Phone. (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

BILLING NAME Ross Bros. **DATE** Aug 26

BILLING ADDRESS

JOB LOCATION Pendleton Ore

UNIT #	SIZE	EQUIPMENT	OPERATOR	ORDERED
12	875	Thomsen	Dan	Larry

$ 80^{00} **PER HOUR X** 4^{0} **HOURS ON JOB = $** 320^{00}

HOURS MINIMUM @

$ 2^{00} **PER CUBIC YARD PUMPED X** 8 **CUBIC YARDS =** 16^{00}

$ 2^{00} **PER** mile ~~**HOUR**~~ **TRAVEL X** 66 miles ~~**HOURS**~~ **=** 132^{00}

$ 25^{00} **PER HOUR** ~~**O/T**~~ (labor) **X** 6' **HOURS =** 150^{00}

JOB START. TIME a.m. p.m.

JOB END. TIME a.m. p.m.

LEAVE SHOP

ARRIVE JOB

LEAVE JOB

ARRIVE SHOP

SUB TOTAL 618^{00}

STATE TAX

TOTAL

THIS ACCOUNT IS NOW OVERDUE

COMMENTS: 6 Hrs Labor @ 25^{00} Hr to dismantle and Reassemble Boom – Total $ 150^{00}

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.

B. To provide for adequate scheduling of concrete delivery.

C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.

D. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

E. The customer guarantees to furnish adequate labor to assist the concrete pump operator during set-up, pumping and clean-up of each pour as required.

F. The customer agrees to notify TRI STATE CONCRETE PUMPING of the cancellation of any scheduled pour before the pumping unit leaves our shop destined for said pour or accept a three hour minimum cancellation charge.

G. Overtime will be charged on jobs beginning before 7:00 a.m. or ending after 4:00 p.m.

This signature is verification that above figures are in full, complete and correct, and that I have read the conditions and agree to them.

SIGNATURE X

RECEIVED
DEC 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WA Residents
800-331-8566
Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

TRI-STATE CONCRETE PUMPING

Outside WA
800-331-1983
Contractors License
TRI-ST-CP-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

INVOICE 511

BILLING ADDRESS

Ross Brothers Construction
3501 Brooklake Road North
Salem, Oregon 97303

JOB LOCATION

Riverside Bridge
Oregon State Contract #9875

ORDERED BY	OPERATOR	TERMS	EQUIPMENT		DATE
Larry-Bob	Dan	Net 10th	Thomsen 875		8-27-86

4	Hours on the job @ $80.00 per hour			$ 320.	00
8	Cubic yards pumped @ $2.00 per cubic yard			16.	00
66	Miles traveled one way @ $2.00 per mile			132.	00
6	Hours of labor @ $25.00 per hour			150.	00
	(Labor was for dismantling boom and reassembling boom)				
	Thomsen 875 could not pump the mix design. Please see				
	THE RESPONSIBILITIES OF CUSTOMER on the job tickets.				
	TOTAL DUE			$ 618.	00

RECEIVED
DEC 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Job Ticket # 652

WA Residents
800-331-8566
Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

TRI-STATE CONCRETE PUMPING

Outside WA
800-331-1983
Contractors License
TRI-ST-CP-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

BILLING NAME Ross Bros Const. DATE 8-26-86

BILLING ADDRESS

JOB LOCATION Pendleton, Ore Bridge deck

UNIT #	SIZE	EQUIPMENT	OPERATOR	ORDERED
11	801	Schwing	Terry	Bob

$ 85.00 PER HOUR X 7 HOURS ON JOB = $ 595.00

HOURS MINIMUM @

$ 2.25 PER CUBIC YARD PUMPED X 184 CUBIC YARDS = 416.25

$ 2.00 PER ~~HOUR~~ MILE TRAVEL X 66 ~~HOURS~~ MILES = 132.00

$ PER HOUR O/T ( ) X HOURS =

JOB START. TIME 2:00 a.m. [✓ p.m.]

JOB END. TIME 9:00 a.m. [✓ p.m.]

LEAVE SHOP 12:00

ARRIVE JOB 2:00

LEAVE JOB 9:15

ARRIVE SHOP 11:15

SUB TOTAL 1143.25

STATE TAX

TOTAL

I called 10-23-86.
they can't find invoice in computer
"Mary" 10-28-86 J.C.

Mary - I called D.C.
11-6-86

COMMENTS: Larry Carter
503 688-0549
[illegible]

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. There shall be no deduction, offset or backcharge against rental due for failure of equipment.
E. The customer guarantees to furnish adequate labor to assist the concrete pump operator during set-up, pumping and clean-up of each pour as required.
F. The customer agrees to notify TRI STATE CONCRETE PUMPING of the cancellation of any scheduled pour before the pumping unit leaves our shop destined for said pour or accept a three hour minimum cancellation charge.
G. Overtime will be charged on jobs beginning before 7:00 a.m. or ending after 4:00 p.m.

This signature is verification that above figures are in full, complete and correct, and that I have read the conditions and agree to them.

SIGNATURE X Bob Swearingen

RECEIVED
DEC 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WA Residents
800-331-8566
Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

TRI-STATE CONCRETE PUMPING

INVOICE 451

Outside WA
800-331-1983
Contractors License
TRI-ST-CP-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

BILLING ADDRESS

Ross Brothers Construction
3501 Brook~~dale~~ lake Road North
Salem Oregon 97303

JOB LOCATION

Pendleton, Oregon
Bridge Deck

ORDERED BY	OPERATOR	TERMS	EQUIPMENT		DATE
Bob	Terry	Net 10th	Schwing 801-28		8-27-86

7	Hours on the job @ $85.00 per hour			$ 595	00
184	Cubic yards pumped @ $2.25 per cubic yard			416.	25
66	Miles traveled one way @ $2.00 per mile			132.	00
	Total Due			$ 1143.	25

RECEIVED
DEC 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TRI-STATE CONCRETE PUMPING

Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

Contractors License
TRI-ST-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

November 24, 1986

Ross Brothers Construction Co.
3501 Brooklake Road North
Salem, Oregon 97303

REF: Riverside Bridge
Oregon State Highway
Contract #9875
Pendleton, Oregon 97801

Mr. Larry Carter:

In reference to your letter, dated November 14, 1986, there is no justification in your non-payment of our invoices, especially since it was signed by one of your own company representatives, in full agreement of all conditions.

Bob Swaringen contacted our office before the scheduled deck pour on August 26, 1986, inquiring as to the prices of the pumping equipment available to your company. Mr. Swaringen opted for the Thomsen 875, because it was $5.00 per hour less than the price of the Schwing 801. Upon Mr. Swaringen's request, I booked the Thomsen 875 for the deck pour on August 26, 1986.

On August 26, 1986, the Thomsen 875 attempted to pump the mix design. It could not, therefore, the operator tore the boom apart and started cleaning the machine, before the concrete started to set up in the pumping unit and the system. The Thomsen 875 was NOT broke down, the mix design was inadequate for this pumping unit. If you will refer to the "RESPONSIBILITIES OF THE CUSTOMER", Section A., on the bottom of every job ticket, it clearly states: To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping machine. This term is not new to you or your Company, your Company representative has read and signed six previous tickets, all with the same exact wording. On August 27, 1986, the very next day after the deck pour, our Thomsen 875 went out on another job in Selah, Washington and pumped with no problems what so ever.

On August 26, 1986, at approximately 10:30 a.m., Bob Swaringen called our office and requested that we send down another pump. Mr. Swaringen stated at that time,"that's what I get, I'll never try and save $5.00 again, it wasn't worth it." I told Mr. Swaringen that I would see if we could rent another pump from a local contractor to cover our present job, and we would let him know as soon as we could. Tri-State incurred additional expense, by renting an additional pump, then pulling our Schwing off the job and sending it down to Ross Brothers.

RECEIVED
DEC 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TRI-STATE CONCRETE PUMPING

Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

Contractors License
TRI-ST-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

November 24, 1986

All of which we did NOT HAVE TO DO. However, it is Tri-State's policy, now and always has been, to work with the customer, honestly and in the most effective and reasonable way, as to better serve their interests.

When the Thomsen 875 could not pump the mix design, your Company continued to pour concrete with a crane and bucket. Terry Calhoon arrived on your job with the Schwing 801/28, and began pumping at 2:00 p.m. One of your employees, Russel Oulletti, told Terry Calhoon, that your company had previously tried pumping with your own Thomsen 875, and your machine could not pump the mix design on this same project. Had Tri-State known this information prior to the deck pour, we would not have allowed the Thomsen 875 to be booked for your job. It's not even reasonable for us to send a pump out on a job, if we know that it cannot handle the mix design or the reach. So, why did you allow one of your own Company representatives to schedule another Thomsen 875, when YOU knew that this particular machine could not, and would not, handle that mix design? It is not our policy to jump over a dollar to save a dime.

When the deck pour was completed, Terry Calhoon talked with you, Larry Carter, and Bob Swaringen about the charge for teh Thomsen 875. Terry asked you if you thought it would be fair if he did not charge you for the Thomsen 875. You, Mr. Larry Carter, said that sounded fair to you. Bob Swaringen then signed the job ticket in verification that above figures were in full, complete, and correct, and that he had read all conditions and agreed to them.

You averaged 26½ cubic yards per hour with the Schwing 801/28, and by your own admission, the pour went great. There were NO problems with the Schwing 801/28, nor with Terry Calhoon's performance as an operator.

It appears that the only inadequate performance is by Ross Brothers to properly inform Tri-State as to your own failure, with your own Thomsen 875, and failing to live up to your agreements with Tri-State.

Very Truly Yours,

Dree Calhoon

Dree Calhoon

cc/Safeco Ins. Co.
cc/Oregon State Highway Commission

RECEIVED
DEC 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WA Residents
800-331-8566
Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

TRI-STATE CONCRETE PUMPING

Outside WA
800-331-1983
Contractors License
TRI-ST-CP-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

INVOICE 512

BILLING ADDRESS	JOB LOCATION
Ross Brothers Construction	Riverside Bridge
3501 Brooklake Road North	Oregon State Contract #9875
Salem, Oregon 97303	

ORDERED BY	OPERATOR	TERMS	EQUIPMENT		DATE
Larry		Net 10th	Thomsen 875 & Schwing 801		11-10-86

	Job Ticket # 652			$ 1143.	25
	1.5 % interest per month times October & November			34.	30
	Sub-total			$ 1177.	55
	Job Ticket # 818			618.	00
	TOTAL DUE			$ 1795.	55
	1.5% interest will be assessed monthly on ALL UNPAID BALANCES!				

THIS ACCOUNT IS NOW OVERDUE

RECEIVED
DEC 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WA Residents
800-331-8566
Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

TRI-STATE CONCRETE PUMPING

Outside WA
800-331-1983
Contractors License
TRI-ST-CP-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

INVOICE 531

BILLING ADDRESS

Ross Brothers Construction Co.
3501 Brooklake Road North
Salem, Oregon 97303

JOB LOCATION

Riverside Bridge
Contract #9875
Pendleton, Oregon

ORDERED BY	OPERATOR	TERMS	EQUIPMENT	DATE
Bob-Larry	Terry	Net 10th	Pecco Rental	8-26-86

Rental of additional Concrete Pump	$ 186.75
Tri-State rented a private contractors pump, so we could cover our local job. We then pulled our Schwing off the local job and sent it to Ross Brothers. This is the additional cost incurred by Tri-State, in order to try and HELP Ross Brothers out.	
TOTAL DUE	$ 186.75

RECEIVED
DEC 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TRI-STATE CONCRETE PUMPING

Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

Contractors License
TRI-ST-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

November 24,1986

State of Oregon
Department of Transportation
116 SE 12th St.
Pendleton, Oregon 97801

Mr. Ken Eddy:

Enclosed you will find all supporting invoices on our claim against Ross Brothers Construction Company. I had sent you a letter on November 10, 1986, registering a complaint against Ross Brothers in the amount of $1,761.25. My figures at that time were inaccurate in the amount of $186.75. I had inadvertently discluded one of our invoices in the original complaint. The correct figure should be $1,948.00.

Thank-you,

Dree Calhoon

RECEIVED
DEC 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

72

DATE: December 18, 1986

In Reply Refer to File No.:
CON 5
9875

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FFR-BRF-19(7)

Contract 9875, Work Completed October 12, 1986

Project Umatilla River (Riverside) Bridge and UPRR U'xing

Highway Oregon-Washington

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 6, 1986

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAR -2 '87
REFER TO
FOR
File

BMW:11

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
DEC 23 1986
OREGON DIVISION

NOTED
LARRY RULIEN

734-2023 (2-85)

CL 1986-0347
9875

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 23 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 15, 1986

IN REPLY REFER TO
FILE NO.:

CON 5 - 9875

Stoel, Rives, Boley, Fraser & Wyse
Attorneys at Law
900 S. W. Fifth Ave., Suite 2300
Portland, OR 97204-1268

Attention: Guy A. Randles

We have received a claim letter dated December 8, 1986, on behalf of Pendleton Ready Mix Co., against the following Highway Division contract:

FILED BY:	Pendleton Ready Mix Co.
AMOUNT:	$51,278.14
FOR:	Materials
AGAINST (PRIME CONTRACTOR)	Ross Bros. Construction, Inc.
CONTRACT NO:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'xing Section, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

RECEIVED
DEC 24 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
12-31-86cc

[illegible]

STOEL, RIVES, BOLEY, FRASER & WYSE
ATTORNEYS AT LAW
900 S W FIFTH AVENUE, SUITE 2300
PORTLAND, OREGON 97204-1268

TELEPHONE (503) 224-3380
TELECOPIER (503) 220-2480
CABLE LAWPORT
TELEX 703455

WRITER'S DIRECT DIAL NUMBER

(503) 294-9288

December 8, 1986

VIA CERTIFIED MAIL

TO: State of Oregon Highway Division, Department of Transportation; Ross Bros. Construction; Secretary of State:

NOTICE IS HEREBY GIVEN that Pendleton Ready Mix Co. has a claim for concrete rock and other materials in the sum of $51,278.14 against the bond taken by Ross Bros. Construction, Inc., as principal, and Safeco Insurance Company of America, Inc., a Washington corporation, for work performed by in on Oregon State Highway Division Contract #9875, the Umatilla River Bridge and U.P.R.R. Crossing Project. Such materials were supplied to Ross Bros. Construction.

G. A. Randles

Guy A. Randles
Attorney for Pendleton
Ready Mix Co.

cc: Safeco Insurance Company (via certified mail)

RECEIVED
DEC 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DISTRICT OF COLUMBIA OFFICE
1730 M STREET, N W, SUITE 900
WASHINGTON, D.C. 20036-4505
(202) 955-4555

WASHINGTON COUNTY OFFICE
ONE LINCOLN CENTER, SUITE 400
10300 S W GREENBURG ROAD
TIGARD, OREGON 97223-5407
(503) 220-1441

SOUTHWEST WASHINGTON OFFICE
805 BROADWAY, SUITE 725
VANCOUVER, WASHINGTON 98660-3213
(206) 699-5900

7815

fyi — Bothman / Ruling"
Orig. hand delivered to Sollie with notation "Papers accepted by Rachel Watila Jan 29, 1987 at 11:20am, Pls take appropriate action."

In the Circuit Court of the State of Oregon

For the County of Umatilla

PENDLETON FORD, LINCOLN, MERCURY, INC., an Oregon corporation,

Plaintiff

vs.

ROSS BROS. CONSTRUCTION, INC., an Oregon corporation; STATE HIGHWAY DIVISION, DEPARTMENT OF TRANSPORTATION, STATE OF OREGON, a public body; and WILDHORSE CONTRACTING, INC., an Oregon corporation,

Defendant

No. CV 87-27

SUMMONS

To Robert Bothman, Acting Director
State Highway Division, Department of Transportation, State of Oregon
135 Transportation Building
Salem, OR 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ Steven H. Corey
SIGNATURE OF OREGON RESIDENT ATTORNEY

Steven H. Corey
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON,
County of Umatilla } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

Ste H Corey
ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

/s/ Steven H. Corey
ATTORNEY(S) FOR PLAINTIFF(S)

COREY, BYLER, REW, LORENZEN & HOJEM
ATTORNEYS FOR PLAINTIFF
222 S. E. Dorion Ave. - P. O. Box 218
Pendleton, Oregon 97801
Telephone (503) 276-3331

R. N. BOTHMAN

FORM No. 190—SUMMONS ©1985
STEVENS-NESS LAW PUBLISHING CO.
Portland, Oregon 97204 OK

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR UMATILLA COUNTY

PENDLETON FORD, LINCOLN, MERCURY, INC., an Oregon corporation,)
Plaintiff,)
vs.)
ROSS BROS. CONSTRUCTION, INC., an Oregon corporation; STATE HIGHWAY DIVISION, DEPARTMENT OF TRANSPORTATION, STATE OF OREGON, a public body; and WILDHORSE CONTRACTING, INC., an Oregon corporation,)
Defendants.)

No. CV 87-27

COMPLAINT (TRESPASS, NUISANCE, AND NEGLIGENCE)

Plaintiff alleges:

FIRST CLAIM FOR RELIEF

1.

Plaintiff is an Oregon corporation, and at all times material herein is fully qualified to do business in Oregon.

2.

Defendant Ross Bros. Construction, Inc., hereinafter referred to as "Ross," is an Oregon corporation, and at all times material herein is fully qualified to do business in Oregon. Defendant Wildhorse Contracting, Inc., hereinafter referred to as "Wildhorse," is an Oregon corporation, headquartered in Umatilla County, Oregon, and at all times material herein is fully qualified to do business in Oregon.

3.

Defendant State Highway Division, Department of Transportation, State of Oregon, hereinafter referred to as

"State," is a public body as defined by ORS 30.260(4). Formal written notice of plaintiff's claims against said public body and the State of Oregon was made pursuant to ORS 30.275(4) and (5).

4.

Plaintiff operates an automobile dealership on the East end of the City of Pendleton, County of Umatilla, State of Oregon.

5.

Defendant State contracted with defendant Ross to relocate and widen State Highway 11. Said contract is referred to as Contract No. 9875, Riverside Bridge Project. Defendant Wildhorse at all material times herein was a subcontractor of Defendant Ross.

6.

Plaintiff's automobile dealership is immediately contiguous to the construction site wherein defendants relocated and widened State Highway 11. The construction work of defendants complained of hereinbelow occured between January 30, 1985 and approximately November, 1986.

7.

The continuous movement of earth-moving equipment and heavy machinery at the contiguous construction site created flows of dust and dirt which blew onto plaintiff's property.

8.

Although numerous demands have been made by plaintiff, the defendants initially refused and failed to water down the construction site immediately adjacent to plaintiff's property to prevent the creation of clouds of dust and dirt by earth-moving equipment and heavy equipment, and thereafter watered only periodically and inadequately.

9.

Defendants dumped fill dirt in the area immediately adjacent to plaintiff's property. Defendants did not water or cover this mound of fill dirt in any way in order to insure that the dirt will not blow onto plaintiff's property. Defendants cut off access to plaintiff's facility for plaintiff, its employees and invitees, and the public from State Highway 11. Defendants also carried on blasting operations immediately adjacent to plaintiff's property creating clouds of dust and dirt which settled on plaintiff's property.

10.

As a result of defendants' excavation, construction, dumping, and blasting, and the dust therefrom, plaintiff has suffered an invasion and interference with the exclusive possession of its property amounting to a trespass.

11.

As a result of defendants' excavation, construction, dumping, and blasting, plaintiff has had to hire additional personnel to wash the new and used cars on display on the car lot and to hose dirt off the lot itself and has suffered damages in the amount of $25,000.

12.

As a result of defendants' excavation, construction, dumping, and blasting, plaintiff has suffered a loss in profits due to a decrease in new and used car sales and has suffered damages in the amount of $125,000.

13.

Said trespass was intentional and in deliberate disregard for plaintiff's exclusive right to possession. Plaintiff is entitled to punitive damages in the amount of $100,000 against defendant Ross and Defendant Wildhorse.

14.

Further as a result, plaintiffs have suffered emotional distress to their general damage in the amount of $50,000.

SECOND CLAIM FOR RELIEF

15.

Plaintiff realleges paragraphs 1 through 14.

16.

Defendants' excavation, construction, dumping and blasting has substantially and unreasonably interfered with the use and enjoyment of plaintiff's property and created a private nuisance.

17.

Plaintiff requested that defendants water the construction site and dump site adjacent to its property and abate the nuisance, but defendants have refused to do so.

THIRD CLAIM FOR RELIEF

18.

Plaintiff realleges paragraphs 1 through 14.

19.

Defendants, and each of them, owed plaintiff a duty of due care. Defendants, and each of them, were negligent in the performance of their work, as set forth in paragraphs 7, 8, 9, and 10 above. As a result of the negligence of defendants, and each of them, plaintiff suffered damages in the amount of $150,000.

WHEREFORE, plaintiff prays for judgment against the defendants, and each of them, as follows:

1. On its first claim for relief, in the amount of $200,000 general damages as set forth in the complaint, as well as $100,000 for punitive damages against Defendants Ross and Wildhorse;

2. On its second claim for relief, in the amount of $200,000 general damages, as well as $100,000 punitive damages against Defendants Ross and Wildhorse;

3. On its third claim for relief, in the amount of $150,000;

4. For its costs and disbursements incurred herein.

DATED this 5th day of December, 1986.

President, Plaintiff Corporation

Steven H. Corey

Steven H. Corey OSB #72058
Corey, Byler, Rew, Lorenzen & Hojem
222 S.E. Dorion, Pendleton, OR 97801
276-3331
Of Attorneys for Plaintiff

Trial Attorney:
Steven H. Corey
OSB #72058

STATE OF OREGON)
:ss. December 5th, 1986
County of Umatilla)

I, David Raber, President of Pendleton Ford, Lincoln, Mercury, Inc., being first duly sworn, say:

That I have read the foregoing Complaint, know the contents thereof, and the same is true as I verily believe. I make this verification on behalf of the corporation.

David Raber, President
Pendleton Ford, Lincoln, Mercury, Inc.

SUBSCRIBED AND SWORN to before me this 5th day of December, 1986.

Michelle Burns
Notary Public for Oregon
My Commission Expires: 8/14/89

State of Oregon
County of Umatilla } ss.

I hereby certify that the foregoing copy is a full, true and correct copy of the original thereof.

Of Attorneys for

December 4, 1986

CON 5 - #9875

Tri-State Concrete Pumping
816 South Yew Street
Kennewick, WA 99336

Attention: Dree Calhoon

The Pendleton Highway Division office has forwarded your letter of November 10, 1986, requesting information on Contract No. 9875 with Ross Bros. Construction, Inc. for work on the Umatilla River (Riverside) Bridge and UPRR U'Xing Section.

The name and address of the bonding company is:

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

The State does not withhold payment to contractors unless requested by the surety. Under Oregon law, you may file a claim against the prime contractor. This may be done by writing a letter to the Department of Transportation, 121 Transportation Building, Salem, OR 97310 and by stating that you wish to file a claim against Contract No. 9875 with Ross Bros.

We are attaching a copy of that portion of the law which outlines the filing procedure.

Please call me in Salem at 378-6526 if you have any questions.

Fran Neavoll
COMMISSION SERVICES

Attachment

bc: T. A. Penner

TRI-STATE CONCRETE PUMPING

Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

Contractors License
TRI-ST-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

November 10, 1986

Oregon State Highway Division
P.O. Box 459
Pendleton, Oregon 97801

ATTN: Mr. Tom Penner
Mr. Ken Eddy

RE: Ross Brothers Construction
Oregon State Highway Division
Contract # 9875
Riverside Bridge
Pendleton, Oregon 97801

Gentlemen:

On August 26, 1986, Tri-State Concrete Pumping performed a pumping service for Ross Brothers Construction Company per requested order by Larry Carter and Bob Swaringen. As of this date, November 10, 1986, Ross Brothers has not paid the amount due, $1,761.25. Tri-State Concrete Pumping is requesting the with-holding of final payment to Ross Brothers Construction Company until Tri-State has received payment in full,plus interest.

Would you please contact our office, at your earliest convience with the name of Ross Brothers bonding company. We would like to put a hold on their payment bond until this is resolved.

Sincerely,

Dree Calhoon

Dree Calhoon

RECEIVED
NOV 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
NOV 17 1986
☑ PM ☐ APM

Job
Ticket # [illegible]

WA Residents
800-331-8566
Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

TRI-STATE CONCRETE PUMPING

Outside WA
800-331-1983
Contractors License
TRI-ST-CP 170 NA
Phone (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

BILLING NAME [illegible] Bros. DATE [illegible]

BILLING ADDRESS

JOB LOCATION [illegible]

UNIT #	SIZE	EQUIPMENT	OPERATOR	ORDERED
12	875	Thomsen	[illegible]	Harry

\$ 80^{00} PER HOUR X 4.0 HOURS ON JOB = \$ 320^{00}

HOURS MINIMUM @

\$ 2^{00} PER CUBIC YARD PUMPED X 8 CUBIC YARDS = 16^{00}

\$ 2^{00} PER ~~HOUR~~ mile TRAVEL X 66 ~~HOURS~~ miles = 132^{00}

\$ 25^{00} PER HOUR ~~O/T~~ (Labor) X 6 HOURS = 150^{00}

JOB START. TIME a.m. p.m.

JOB END. TIME a.m. p.m.

THIS ACCOUNT IS NOW OVERDUE

LEAVE SHOP

SUB TOTAL 618^{00}

ARRIVE JOB

STATE TAX

LEAVE JOB

TOTAL

ARRIVE SHOP

COMMENTS: 6 Hrs Labor @ 25^{00} Hr to dismantle and Reassemble Boom – Total 150^{00}

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. There shall be no deduction, offset or backcharge against rental due for failure of equipment.
E. The customer guarantees to furnish adequate labor to assist the concrete pump operator during set-up, pumping and clean-up of each pour as required.
F. The customer agrees to notify TRI STATE CONCRETE PUMPING of the cancellation of any scheduled pour before the pumping unit leaves our shop destined for said pour or accept a three hour minimum cancellation charge.
G. Overtime will be charged on jobs beginning before 7:00 a.m. or ending after 4:00 p.m.

This signature is verification that above figures are in full, complete and correct, and that I have read the conditions and agree to them.

SIGNATURE X

RECEIVED
NOV 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TRI-STATE CONCRETE PUMPING

WA Residents
800-331-8566
Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

Outside WA
800-331-1983
Contractors License
TRI-ST-CP-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

INVOICE 511

RECEIVED
NOV 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BILLING ADDRESS
Ross Brothers Construction
3501 Brooklake Road North
Salem, Oregon 97303

JOB LOCATION
Riverside Bridge
Oregon State Contract #9875

THIS ACCOUNT IS NOW OVERDUE

ORDERED BY	OPERATOR	TERMS	EQUIPMENT	DATE
Larry-Bob	Dan	Net 10th	Thomsen 875	8-27-86

4	Hours on the job @ $80.00 per hour	$ 320.00
8	Cubic yards pumped @ $2.00 per cubic yard	16.00
66	Miles traveled one way @ $2.00 per mile	132.00
6	Hours of labor @ $25.00 per hour	150.00
	(Labor was for dismantling boom and reassembling boom)	
	Thomsen 875 could not pump the mix design. Please see	
	THE RESPONSIBILITIES OF CUSTOMER on the job tickets.	
	TOTAL DUE	$ 618.00

INVOICE 512

TRI-STATE CONCRETE PUMPING

WA Residents
800-331-8566
Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

Outside WA
800-331-1983
Contractors License
TRI-ST-CP-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

RECEIVED
NOV 2 [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BILLING ADDRESS
Ross Brothers Construction
3501 Brooklake Road North
Salem, Oregon 97303

JOB LOCATION
Riverside Bridge
Oregon State Contract #9875

ORDERED BY	OPERATOR	TERMS	EQUIPMENT	DATE
Larry		Net 10th	Thomsen 875 & Schwing 801	11-10-86

Job Ticket # 652	$ 1143. 25
1.5 % interest per month times October & November	34. 30
Sub-total	$ 1177. 55
Job Ticket # 818	618. 00
TOTAL DUE	$ 1795. 55

THIS ACCOUNT IS NOW OVERDUE

1.5% interest will be assessed monthly on ALL UNPAID BALANCES!

Job Ticket # 652

WA Residents
800 331 8566
Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

TRI-STATE CONCRETE PUMPING

Outside WA
800-331 1983
Contractors License
TRI-ST-CP 170 NA
Phone (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

BILLING NAME Ross Bros Const DATE 8-26-86

BILLING ADDRESS

JOB LOCATION Pendleton, Ore Bridge deck

UNIT #	SIZE	EQUIPMENT	OPERATOR	ORDERED
11	801	Schwing	Terry	Bob

$ 85.00 PER HOUR X 7 HOURS ON JOB = $ 595.00

HOURS MINIMUM @

$ 2.25 PER CUBIC YARD PUMPED X 184 CUBIC YARDS = 416.25

$ 2.00 PER ~~HOUR~~ MILE TRAVEL X 66 ~~HOURS~~ MILES = 132.00

$ PER HOUR O/T ( ) X HOURS =

JOB START. TIME 2:00 a.m. [✓ p.m.]

JOB END. TIME 9:00 a.m. [✓ p.m.]

LEAVE SHOP 12:00

ARRIVE JOB 2:00

LEAVE JOB 9:15

ARRIVE SHOP 11:15

SUB TOTAL 1143.25

STATE TAX

TOTAL

I called 10-23-86 [illegible]
[illegible] can't find [illegible]
- Mary 10-28-86

Mary - I called D.C.
11-6-86

COMMENTS: Terry Carter
503 688-0549
problem with this bill!

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. There shall be no deduction, offset or backcharge against rental due for failure of equipment.
E. The customer guarantees to furnish adequate labor to assist the concrete pump operator during set-up, pumping and clean-up of each pour as required.
F. The customer agrees to notify TRI STATE CONCRETE PUMPING of the cancellation of any scheduled pour before the pumping unit leaves our shop destined for said pour or accept a three hour minimum cancellation charge.
G. Overtime will be charged on jobs beginning before 7:00 a.m. or ending after 4:00 p.m.

This signature is verification that above figures are in full, complete and correct, and that I have read the conditions and agree to them.

SIGNATURE X Bob Swearingen

RECEIVED
NOV 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WA Residents
800-331-8566
Washington State Certified
Women Business Enterprise
I.D. # W2F0701576

TRI-STATE CONCRETE PUMPING

INVOICE 451

Outside WA
800-331-1983
Contractors License
TRI-ST-CP-170 NA
Phone: (509) 586-3242

816 South Yew Street • Kennewick, Washington 99336 • Terry and Dree Calhoon

BILLING ADDRESS
Ross Brothers Construction
3301 Brook~~dale~~ lake Road North
Salem. Oregon 97303

JOB LOCATION
Pendleton, Oregon
Bridge Deck

ORDERED BY	OPERATOR	TERMS	EQUIPMENT		DATE
Bob	Terry	Net 10th	Schwing 801-28		8-27-86

7	Hours on the job @ $85.00 per hour	$ 595	00
184	Cubic yards pumped @ $2.25 per cubic yard	416.	25
66	Miles traveled one way @ $2.00 per mile	132.	00
	Total Due	$ 1143.	25

RECEIVED
NOV 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1872

December 2, 1986

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

CON 5
9875

Re: Time Extension Request
Umatilla River (Riverside) Bridge
and UPRR U'Xing
Contract No. 9875
FAP No. FFR-BRG-19(7)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. You have requested an additional 443 calendar days of contract time for five stated reasons. The amount of additional time claimed for each of the stated reasons adds to a total of 341 calendar days requested.

Item 1: You have requested an additional 207 calendar days due to delay to excavation and shoring for Bent No. 1 of the railroad structure resulting from utility relocations. Our records indicate that the total amount of time required for the utility moves was 82 calendar days and that at least 30 calendar days should have been anticipated. Therefore, a contract time adjustment of an additional 52 calendar days is granted for this reason.

Item 2: You have requested an additional 14 calendar days due to late approval for blasting at the railroad structure. Our records indicate this delay to be seven (7) calendar days and a contract time adjustment of an additional seven (7) calendar days is granted.

Item 3: You requested an additional 58 calendar days due to the removal and replacement of concrete diaphragms. This work was a contractor responsibility and no additional contract time is warranted. This portion of your request is denied.

Item 4: You requested an additional 58 calendar days due to anticipated delays in telephone cable relocation. The actual delay was 26 days and should have been expected. This portion of your request is denied.

Item 5: You requested an additional four (4) calendar days due to the removal and replacement of concrete curbs. This work apparently resulted from poor workmanship and this portion of your request is denied.

In summary, a contract time adjustment of an additional 59 calendar days is granted under items 1 and 2 above. The adjusted contract time of completion of this project is 682 calendar days. There remains 107 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Tom Penner.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
Tom Penner w/att.
FHWA w/att.
Bruce Walton - NOTE: This time extension is "N-P".

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: September 23, 1986

SUBJECT: Time Extension Request
Umatilla River (Riverside) Bridge
& UPRR U'Xing
Contract No. 9875
Umatilla County

11-28-86

W. E. Schwartz -
I concur with Region and recommend a 59 C.D. time extension.
O. B. Jackmond

Enclosed is a request by the contractor for a 443 day extension of contract time. Also enclosed are memos by this office and the project manager making recommendations on the request.

Item #1: Utility Delay for Excavation at Bent #1 of the Railroad Structure.

Completion of the railroad structure was on the critical path of the contract work. It had to be completed so that the existing railroad structure could be removed to allow work to proceed on the Riverside Bridge. Had the utilities been moved earlier, work at Bent #1 of the railroad structure could have commenced that much sooner.

The project manager advises that the contractor had the subgrade substantially excavated and ready for the utility move by February 1, 1985. A meeting was held February 7, 1985 to coordinate the move and the necessary adjustments were completed by May 1, 1985 or 82 days later.

The project manager recommends an extension of 52 calendar days for this delay. This provides for 30 days that the contractor could reasonably have expected for accomplishment of the move. The project manager advises that he has no evidence that the contractor advised the utilities prior to February 7, 1985 as to when the project would be ready for the adjustment work.

Utility adjustments were performed by the City of Pendleton, the gas company and the telephone company. Solid rock was encountered and the City of Pendleton arranged for blasting of the excavation. The gas company shared in this cost as they utilized the same trench. The State also shared in the cost as it was determined that a drain line needed to be installed. Another reason for agreeing to share the trench and the excavation cost was to help expedite the utility adjustments. (See Force Order #3).

RECEIVED

O. B. Jackmond 9/23/86
Contract Administration Engineer

Time Extension Request
Umatilla River (Riverside) Bridge
& UPRR U'Xing - Contract No. 9875

I recommend that the contractor be granted a 52 day extension of time for this utility delay.

Item #2: Blasting Approval Delay

The project manager would not allow the contractor to blast the existing concrete abutments at Bent #2 of the railroad structure until UPRR approval was obtained. Obtaining UPRR approval delayed the work by seven calendar days (Oct. 24 to Oct. 31, 1985).

As noted above, removal of the existing structure was critical to the project completion date. I recommend granting seven additional days.

Item #3: Diaphram Problems

Removal and replacement of unacceptable concrete diaphram beams is considered the contractor's responsibility. The contractor alledges the State has a responsibility for this work and intends to submit a claim. I recommend no additioanl time be granted.

Item #4: Relocation of Telephone Lines

Relocation of telephone lines delayed critical grading work a total of 26 calendar days. This delay is about the amount of time that could be expected for the work involved. The delay could probably have been avoided if a temporary relocation of the lines had been made.

No additional time is recommended for this delay.

Item #5: Curb Replacement

The project manager will be submitting a price agreement recommending sharing in the cost to remove and replace unacceptable concrete curb. The time to perform the work will be addressed in the P.A. ?

I, therefore, recommend the contractor be granted a 59 day extension of contract time based on the reasons cited above.

Copies of contractor correspondence relating to delays are enclosed for your information.

Warren

Warren Richards
Region Construction Engineer

WR/lm

Enc.

cc: Tom Penner

78-2

OREGON DEPARTMENT OF TRANSPORTATION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

HIGHWAY DIVISION

No. 113

PROJECT NAME (SECTION) Umatilla Rv. & UPRR U'xing	WEEK ENDING Nov 29, 1986
	CONTRACT NO 9875
HIGHWAY Oregon - Washington	COUNTY Umatilla
F A PROJECT NO FFR-BRF-19(7)	
CONTRACTOR Ross Bros. Const., Inc.	KIND OF WORK G, P, S, Sign, Illum
DATE OF AWARD August 2, 1984	

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 3,446,647

ESTIMATED PROJECT COST $ 3,446,647

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 0 %

ENGINEERING

AUTHORIZATION $ 335,000

COST THIS WEEK $ 2,043

TOTAL TO DATE $ 356,262

PERCENT OF AUTHORIZATION 106 %

FIRST NOTIFICATION DATE: October 3, 1984

ESTIMATED DATE OF COMPLETION, OR: Sept. 30, 1986

SECOND NOTIFICATION DATE AND: October 12, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE:

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Calendar Days	9/16/86	625	789	789	NO

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: WORKERS: 2

PERCENT CONTRACT WORK COMPLETED 100%

CONTRACT STATUS	GRADING	BASE	PAVING	~~SIGNALS~~	STRUCTURES	
ORIG. CONTRACT QUANTITIES	35,226cy	729tn	5,851tn	4696A	4697A	16737
EST. CORRECTED QUANTITIES	35,226cy	24,374tn	5,851tn			
EST. PERFORMED TO DATE	34,438cy	26,226tn	5,729tn			
PERCENT PERFORMED TO DATE	100%	108%	100%	100%	100%	100%

ACTIVITIES THIS WEEK:

Ross Bros.: Removed wood chips and patched bolt holes in deck, ground gutter for drainage.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

for
Thomas A. Penner

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

7875

GEORGE L. ANDERSON, P.C.
ATTORNEY AT LAW
469 EAST MAIN STREET
HERMISTON, OR 97838-1926

AREA CODE 503
TELEPHONE: 567-7800

GEORGE L. ANDERSON

November 18, 1986

Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

State of Oregon
c/o Oregon Dept. of Transportation
ATTN: Bond Department
Transportation Building
Salem, OR 97310

SAFECO Insurance of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

RE: Claim of B&M Construction Equipment Co. on Ross Bros. Construction, Inc./SAFECO Insurance of America Bond given on State of Oregon Contract Number 9875--the Umatilla River-Riverside Bridge in Pendleton, Oregon.

Dear Sirs:

I am the attorney for B&M Construction Equipment Co. of Route 2, Box 2252, Hermiston, Oregon 97838.

With this letter, please find enclosed November 7 and November 14 letters from Mr. Eddy, Assistant Project Manager of the Department of Transportation, indicating that all work done by B&M Construction was satisfactorily done.

Very truly yours,

GEORGE L. ANDERSON, P.C.

G L Anderson
George L. Anderson
Attorney at Law

GLA:alh
Enclosures
cc: Bill Myers

NOTED
V.E. SKOOG

RECEIVED
NOV [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec.
as claim filed

RECEIVED
NOV 21 1986
HIGHWAY ACCOUNTING

CE ...... CAE ......
COE ...... OM ......
OE ......
CA ......
CAM ......
EEO ......

RECEIVED
NOV 25 1986
CONSTRUCTION SECTION

SPC ...... TC ......
SA ...... CC ......
FE ...... CP ......
PQC ......
FILE ......

RECEIVED
NOV 24 1986
LEGAL

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
November 07, 1986
P.O.Box 459, Pendleton, Oregon 97801
Phone 276-0954

In Reply Refer to
File No.:

B & M Construction Equip. Co.
Rt 2, Box 2252
Hermiston, Oregon 97838

RE: Umatilla River (Riverside) Br.
Contract # 09875
Satisfactory Work Performance

The work performed on 9-16-86, 9-17-86, and 9/22-86 with a JD 450 Dozer to finish the slopes on the bridge of the above mentioned project was completed in a satisfactory manner.

Sincerely,

K Eddy
Ken Eddy
Assistant Project Manager

cc: file
Ross Bros, Const.

TAP/ap

RECEIVED
NOV 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

734-1839

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
November 14, 1986
P.O.Box 459, Pendleton, Oregon 97801
Phone 276-0954

In Reply Refer to
File No.:

B & M Construction Equip. Co.
Rt 2, Box 2252
Hermiston, Oregon 97838

RE: Umatilla River (Riverside) Br.
Contract # 09875
Satisfactory Work Performance
(Amended)

This is in reference to the letter sent by this office on Nov. 07, 1986 to B & M Construction stating that the work completed by same company was done in a satisfactory manner.

Please add 9-25-86 to the dates that work was performed on the above project.

Sincerely,

K Eddy
Ken Eddy
Assistant Project Manager

cc: file
Ross Bros. ✓

KWE/ap

RECEIVED
NOV 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

734-1830

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 11- 327-328		County Umatilla
PROJECT REPORT NUMBER		Project Number F-BRF-19(7)
MODIFICATION NUMBER 3		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 1984, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 3,243,121	$ 3,477,046	
Federal funds	$ 2,084,404	$ 2,271,544	(118)
Other revisions	504,760	504,760	(010)

This modification is made for the following reasons: To include increases in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of NOV, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Darst
for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 12, 1986

FEDERAL AID PROJECT NO. F-BRF-19(7)

UMATILLA RIVER (RIVERSIDE) BRIDGE &
UPRR O'XING SECTION
OREGON-WASHINGTON
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 10+00 TO STA. 23+50)
PRIMARY FUNDING

Total as on estimate of September 10, 1985	$ 572,615.00

TYPE CODE 1000
ROADWAY (STA. 56+00 THRU EQUA. 61+89.49 = 3+76.47 TO STA. 10+00)
BRIDGE REPLACEMENT FUNDING

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Asphalt Cement in Mixture	$ 185.00	118	$21,830.00	157	$ 29,045.00
Loose Riprap Class 700	17.00	934	15,878.00	1,500	25,500.00
Lump Sum Compensation (PA #1D)	---	---	---	100%	190,320.00
Class 2500 Filler Concrete (PA #4A)	90.00	---	---	80	7,200.00
8" Drain Pipe (PA #7A)	31.80	---	---	160	5,088.00
Lateral Braces in Waterline (PA #17A)	320.00	---	---	14	4,480.00
			$37,708.00		$ 261,633.00

Increase	$ 223,925.00
Subtotal from estimate on August 8, 1984	966,389.65
Subtotal	$1,190,314.65
Engineering	130,798.35
Total	$1,321,113.00

TYPE CODE X631
RAILROAD U'XING (BR. #4696A)

Subtotal as on estimate of August 8, 1984	$ 504,671.00

TYPE CODE X081
RIVERSIDE BRIDGE (BR. #4697A)(STA. 4+04.73 TO 6+89.30)

Subtotal as on estimate of August 8, 1984	$ 687,714.00

ANTICIPATED ITEMS

Railroad Protective Cost	All Required	$ 98,000.00
Union Pacific Railroad Co. Work	All Required	122,676.00
		220,676.00
	Subtotal	$1,413,061.00
	Engineering	176,632.00
	Subtotal	$1,589,693.00
City of Pendleton Credit for Water Main	All Required	(7,500.00)
Total as on estimate of August 8, 1984		$1,582,193.00

Length of Roadway	0.434 mi.
Length of Structure	0.046 mi.
Total	0.480 mi.

Cost of Roadway Per Mile	$4,363,428.57

RETAIN IN RESERVE

Total as on estimate of September 10, 1985	$ 1,125.00

SUMMARY OF FUNDS

Description	Group	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	RR Funds
Roadway	1	010	88.15	$ 572,615.00	$ 504,760.00	$ 67,855.00	$ ---
Roadway	2	118	80	1,321,113.00	1,056,890.00	264,223.00	---
Structure	2	118	80	1,517,193.00	1,213,754.00	303,439.00	---
Railroad Share				65,000.00	---	$ ---	$ 65,000.00
Subtotal				$3,475,921.00	$2,775,404.00	$ 635,517.00	65,000.00
Reserve	2	118	80	1,125.00	900.00	225.00	---
Total				$3,477,046.00	$2,776,304.00	$ 635,742.00	$ 65,000.00

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	24	100.00	$ 2,400.00

Group 1: 16%; Group 2: 79%; Group 8: 5%
Contract No. 9875
Prefix: 30-1948 P.E.
Prefix: C09875
RLC:bkb

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved: OMB No. 2125-0529 Exp. Date 8/31/85
MONTHLY TRANSACTION NUMBER 4- 44450		State Oregon
PROJECT REPORT NUMBER		County Umatilla
MODIFICATION NUMBER 2		Project Number F-BRF-19(7)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 19 84, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 3,243,121.00	$ 3,243,121.00	
Federal funds	$ 2,084,404.00	$ 2,084,404.00	(118)
	543,984.00	- - -	(195)
Other revisions	- - -	504,760.00	(010)

This modification is made for the following reasons:

To delete Appn Code (195) and to add Appn Code (010.)

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of APR, 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon March 20, 1986

Federal-Aid Project No. F-BFR-19(7)

Umatilla River (Riverside) Bridge & UPRR O'Xing Section
Oregon-Washington Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 10+00 to Sta. 23+50)
Primary Funding

Total as on Estimate of September 10, 1985 $ 572,615.00

Type Code I000
Roadway (Sta. 56+00 thru EQUA. 61+68.49 = 3+76.47 to Sta. 10+00)
Bridge Replacement Funding

Total as on Estimate of August 8, 1984 $1,087,188.00

Type Code X631
Railroad U'Xing (Sta. #4696A)

SubTotal as on Estimate of August 8, 1984 $ 504,671.00

Type Code X081
Riverside Bridge (Sta. #4697A)(Sta. 4+4.73 to Sta. 6+89.3)

SubTotal as on Estimate of August 8, 1984 $ 687,714.00

Total as on Estimate of September 10, 1985 $1,582,193.00

Length of Roadway ------------------ 0.434 mile
Length of Structure ---------------- 0.046 mile
Total 0.480 mile

Cost of Roadway Per Mile ----------- $3,782,864.06

RETAIN IN RESERVE

Total as on Estimate of September 10, 1985 $ 1,125.00

SUMMARY OF FUNDS

Description	Grp	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds	R.R. Funds
Roadway	1	010	88.15%	$ 572,615.00	$ 504,760.00	$ 67,855.00	$ - - -
Roadway	2	118	80%	1,087,188.00	869,750.00	217,438.00	- - -
Structure	2	118	80%	1,517,193.00	1,213,754.00	303,439.00	- - -
Railroad Share				65,000.00	- - -	- - -	65,000.00
SUBTOTAL				$3,241,996.00	$2,588,264.00	$588,732.00	$65,000.00
Reserve	2	118	80%	1,125.00	900.00	225.00	- - -
TOTAL				$3,243,121.00	$2,589,164.00	$588,957.00	$65,000.00

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	24	100.00	$2,400.00

Group 1: 16%; Group 2: 79%; Group 8: 5%
Contract No. 9875
Prefix: 30-1948 P.E.
Prefix: C09875

RLC:me

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-92	U.S. Department of Transportation Federal Highway Administration	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
MODIFICATION NUMBER 1	10-15-85	Project Number FFR-BRF-19(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,225,081	$ 3,243,121
Federal funds	$ 2,611,250	$ 2,628,388
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBy For: L.W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 10, 1985

FEDERAL AID PROJECT NO. FFR-BRF-19(7)

UMATILLA RIVER (RIVERSIDE) BR. & UPRR O'XING SEC.
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 10+00 to STA. 23+50)
PRIMARY FUNDING

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Additional Aggregate Base (P.A. 5C)	8.20			2,200.00	$ 18,040.00
					$ 18,040.00

Increase	$ 18,040.00
Subtotal from Estimate of August 8, 1984	492,955.75
Subtotal	$ 510,995.75
Engineering	61,619.25
Total	$ 572,615.00

TYPE CODE I000
ROADWAY (STA. 56+00 thru EQUA. 61+68.49 = 3+76.47 to STA 10+00)
BRIDGE REPLACEMENT FUNDING

Total as on estimate of August 8, 1984	$1,087,188.00

TYPE CODE X631
RAILROAD U'XING (STA. #4696A)

Subtotal as on estimate of August 8, 1984	$ 504,671.00

TYPE CODE X081
RIVERSIDE BRIDGE (STA. #4697A)(STA. 4+4.73 to STA. 6+89.3)

Subtotal as on estimate of August 8, 1984	$ 687,714.00

ANTICIPATED ITEMS

Railroad Protective Cost	All Required		$ 98,000.00
Union Pacific Railroad Co. Work	All Required		122,676.00
			$ 220,676.00
		Subtotal	$1,413,061.00
		Engineering	176,632.00
		Subtotal	$1,589,693.00
City of Pendleton Credit for Water Main		All Required	(7,500.00)
		Total	$1,582,193.00

Length of Roadway	0.434 mi.
Length of Structure	0.046 mi.
Total	0.480 mi.
Cost of Roadway Per Mile	$3,782,864.06

Retain in Reserve

Repair Irrigation System and Seed Disturbed Lawn Areas	All Required	$ 1,000.00
	Subtotal	$ 1,000.00
	Engineering	125.00
	Total	$ 1,125.00

SUMMARY OF FUNDS

DESCRIPTION	GRP	APPN CODE	PRO RATA	Total Cost	Federal Funds	State Funds	R.R. Funds
Roadway	1	195	95%	$ 572,615.00	$ 543,984.00	$ 28,631.00	$ ----
Roadway	2	118	80%	1,087,188.00	869,750.00	217,438.00	----
Structures	2	118	80%	1,517,193.00	1,213,754.00	303,439.00	----
Railroad Share				65,000.00	-----	-----	65,000.00
SUBTOTAL				$3,241,996.00	$ 2,627,488.00	$ 549,508.00	$ 65,000.00
Reserve	2	118	80%	1,125.00	900.00	225.00	----
TOTAL				$3,243,121.00	$ 2,628,388.00	$ 549,733.00	$ 65,000.00

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	24	$100.00	$ 2,400.00

Group 1: 16%; Group 2: 79%; Group 8: 5%
Contract No. 9875
Prefix: 30-1948 P.E.
Prefix: C09875

RLC:bkb

.4975

STATE COPY

TO BE COMPLETED BY FHWA 8-138	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Umatilla PROJECT NO. FFR-BRF-19(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Umatilla River (Riverside) Bridge & UPRR O'Xing

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-3-84	0.48
OTHER *(Specify)*		

FUNDS PRO RATA %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS	
$ 3,225,081.00	526,846.00 $ 2,084,404.00	~~A96~~ 195 118

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne Halne
For Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator AUG 10 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 8, 1984

FEDERAL AID PROJECT NO. FFR-BRF-19(7)

UMATILLA RIVER (RIVERSIDE) BR. & UPRR O'XING SECTION
OREGON - WASHINGTON HIGHWAY
UMATILLA COUNTY

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 10+00 to Sta. 23+50)
Primary Funding

Moblization	Lump Sum	17%	Lump Sum	$ 35,700.00
Temporary Protection and Direction of Traffic	Lump Sum	65%	Lump Sum	4,550.00
Temporary Signs	Sq. Ft.	266	9.00	2,394.00
Temporary Barricades	Each	8	100.00	800.00
Temporary Plastic Safety Markers	Each	23	50.00	1,150.00
Flaggers	Hour	1,300	16.00	20,800.00
Clearing and Grubbing	Lump Sum	35%	Lump Sum	2,800.00
Removal of Structures and Obstructions	Lump Sum	50%	Lump Sum	1,250.00
General Excavation	Cu. Yd.	19,887	3.75	74,576.25
Trench Excavation	Cu. Yd.	607	8.00	4,856.00
Finishing Roadbed and Slopes	Lump Sum	50%	Lump Sum	2,500.00
Watering	M. Gal.	60	15.00	900.00
Aggregate Base	Ton	498	9.00	4,482.00
Treated Base Mixture	Ton	7,900	9.55	75,445.00
Cement in Treated Base Mixture	Ton	435	85.00	36,975.00
Class "C" Asphalt Concrete Mixture	Ton	3,889	21.50	83,613.50
Asphalt Cement in Mixture	Ton	233	185.00	43,105.00
Hydrated Lime in Mixture	Ton	46	120.00	5,520.00
12-inch Storm Sewer Pipe	Lin. Ft.	759	12.00	9,108.00
15-inch Storm Sewer Pipe	Lin. Ft.	110	15.50	1,705.00
18-inch Storm Sewer Pipe	Lin. Ft.	1,034	19.50	20,163.00
Extra for Pipe Under Pavement	Lin. Ft.	45	23.00	1,035.00
Concrete Manholes	Each	3	1,500.00	4,500.00
Concrete Inlets, Type CG-2	Each	12	350.00	4,200.00
Concrete Inlets, Type G-2 MA	Each	1	400.00	400.00
Concrete Walks	Sq. Yd.	1,415	12.00	16,980.00
Concrete Driveways	Sq. Yd.	1,424	14.00	19,936.00
Concrete Curb	Lin. Ft.	3,183	3.00	9,549.00
Extra For Asphalt Approaches	Each	5	100.00	500.00
Adjusting Manholes	Each	1	300.00	300.00
Roadside Seeding and Mulching	Acre	1	1,000.00	1,000.00

Removal of Existing Sign Installations	Lump Sum	65%	Lump Sum	195.00
Wood Sign Posts	Lump Sum	65%	Lump Sum	1,235.00
Type "C" and "R" Signs in Place	Sq. Ft.	54	8.00	432.00
Type "EE" Signs in Place	Sq. Ft.	19	10.00	190.00
Type "M" Signs in Place	Sq. Ft.	3	7.00	21.00
Type "U" Signs in Place	Sq. Ft.	6	15.00	90.00
		Subtotal		$ 492,955.75
		Engineering		61,619.25
		TOTAL		$ 554,575.00

Type Code I000

Roadway (Sta. 56+00 thru Equa 61+68.49 = 3+76.47 to Sta. 10+00)

Bridge Replacement Funding

Mobilization	Lump Sum	83%	Lump Sum	$ 174,300.00
Temporary Protection and Direction of Traffic	Lump Sum	35%	Lump Sum	2,450.00
Temporary Signs	Sq. Ft.	144	9.00	1,296.00
Temporary Barricades	Each	4	100.00	400.00
Temporary Guard Rail, Type 2A	Lin. Ft.	575	10.00	5,750.00
Temporary Concrete Barrier	Lin. Ft.	450	10.00	4,500.00
Moving Temporary Concrete Barrier	Lin. Ft.	25	7.00	175.00
Temporary Plastic Safety Markers	Each	12	50.00	600.00
Flaggers	Hour	700	16.00	11,200.00
Clearing and Grubbing	Lump Sum	65%	Lump Sum	5,200.00
Removal of Structures and Obstructions	Lump Sum	50%	Lump Sum	1,250.00
Ditch Excavation	Cu. Yd.	57	20.00	1,140.00
General Excavation	Cu. Yd.	15,339	3.75	57,521.25
Toe Trench Excavation	Cu. Yd.	1,242	6.00	7,452.00
Trench Excavation	Cu. Yd.	1,553	8.00	12,424.00
Finishing Roadbed and Slopes	Lump Sum	50%	Lump Sum	2,500.00
Watering	M. Gal.	40	15.00	600.00
Aggregate Base	Ton	231	9.00	2,079.00
Railroad Sub-ballast	Cu. Yd.	1,536	12.00	18,432.00
Treated Base Mixture	Ton	5,500	9.55	52,525.00
Cement in Treated Base Mixture	Ton	302	85.00	25,670.00
Class "C" Asphalt Concrete Mixture	Ton	1,962	21.50	42,183.00
Asphalt Cement in Mixture	Ton	118	185.00	21,830.00
Hydrated Lime in Mixture	Ton	24	120.00	2,880.00
12-inch Culvert Pipe	Lin. Ft.	52	10.00	520.00
12-inch Storm Sewer Pipe	Lin. Ft.	342	12.00	4,104.00
18-inch Storm Sewer Pipe	Lin. Ft.	1,162	19.50	22,659.00
24-inch Storm Sewer Pipe	Lin. Ft.	224	27.00	6,048.00
Installing Pipe Under R.R.	Lin. Ft.	127	285.00	36,195.00
Concrete Manholes	Each	4	1,500.00	6,000.00
Concrete Inlets, Type CG-2	Each	6	350.00	2,100.00
8-inch Drain Pipe	Lin. Ft.	1,654	3.60	5,954.40

Drain Backfill Material	Cu. Yd.	199	12.00	2,388.00
CLSR Chain Link Fence	Lin. Ft.	1,400	7.00	9,800.00
Concrete Walks	Sq. Yd.	1,037	12.00	12,444.00
Concrete Driveways	Sq. Yd.	376	14.00	5,264.00
Concrete Curb	Lin. Ft.	1,232	3.00	3,696.00
Concrete Barrier	Lin. Ft.	585	25.00	14,625.00
Loose Riprap, Class 100	Cu. Yd.	2	60.00	120.00
Loose Riprap, Class 700	Cu. Yd.	934	17.00	15,878.00
Filler Blanket	Cu. Yd.	248	13.00	3,224.00
Roadside Seeding and Mulching	Acre	2	1,000.00	2,000.00
Bridge No. 16736 (Retaining Wall)				
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	21,000.00
Structure Excavation	Cu. Yd.	2,120	6.00	12,720.00
Structure Excavation Below Elevations Shown	Cu. Yd.	212	10.00	2,120.00
Special Wall Backfill	Cu. Yd.	1,120	14.00	15,680.00
Concrete in Walls	Cu. Yd.	530	180.00	95,400.00
Reinforcement in Walls	Lb.	35,900	0.42	15,078.00
Bridge No. 16737 (Retaining Wall)				
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	21,000.00
Structure Excavation	Cu. Yd.	1,790	6.00	10,740.00
Structure Excavation Below Elevations Shown	Cu. Yd.	180	10.00	1,800.00
Special Wall Backfill	Cu. Yd.	380	14.00	5,320.00
Concrete in Walls	Cu. Yd.	695	179.00	124,405.00
Reinforcement in Walls	Lb.	47,700	0.42	20,034.00
Removal of Existing Sign Installations	Lump Sum	35%	Lump Sum	105.00
Wood Sign Posts	Lump Sum	35%	Lump Sum	665.00
Type "C" and "R" Signs in Place	Sq. Ft.	24	8.00	192.00
Type "EE" Signs in Place	Sq. Ft.	6	10.00	60.00
Type "M" Signs in Place	Sq. Ft.	2	7.00	14.00
Type "U" Signs in Place	Sq. Ft.	130	15.00	1,950.00
Pole Foundations	Lump Sum	100%	Lump Sum	2,180.00
Roadway Lighting Pole and Arms	Lump Sum	100%	Lump Sum	3,450.00
Luminaires, Lamps and Ballasts	Lump Sum	100%	Lump Sum	600.00
Switching, Conduit, Wiring, Etc.	Lump Sum	100%	Lump Sum	3,700.00
				$ 965,589.65

Anticipated Items

On-the-Job Trainees (0.80 @ 1,000 hr.)	All Required	800.00
	Subtotal	$ 966,389.65
	Engineering	120,798.35
	TOTAL	$ 1,087,188.00

Type Code X631
Railroad U'sing (Sta. # 4696A)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 15,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	20,000.00
Structure Excavation	Cu. Yd.	2,160	13.00	28,080.00
Structure Excavation Below Elevations Shown	Cu. Yd.	216	13.00	2,808.00
Special Wall Backfill	Cu. Yd.	1,380	12.50	17,250.00
Structural Concrete, Class 3300 785 CY	Lump Sum	All	Lump Sum	125,000.00
Reinforcement 86,250#	Lump Sum	All	Lump Sum	35,383.00
Structural Steel 327,300#	Lump Sum	All	Lump Sum	240,000.00
8-inch Culvert Pipe	Lin. Ft.	44	12.00	528.00
4-inch PVC Pipe	Lin. Ft.	70	7.50	525.00
8-inch Half Round Deck Drain	Lin. Ft.	226	22.00	4,972.00
Waterproofing and Protective Cover	Sq. Yd.	275	55.00	15,125.00
				$ 504,671.00

Type Code X081
Riverside Bridge (Sta. #4697A) (Sta. 4+47.3 to Sta. 6+89.3)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 30,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	16,000.00
Structure Excavation	Cu. Yd.	947	21.00	19,887.00
Structure Excavation Below Elevations Shown	Cu. Yd.	95	21.00	1,995.00
Special Wall Backfill	Cu. Yd.	90	14.00	1,260.00
Structural Concrete, Class 3300 588 CY	Lump Sum	All	Lump Sum	96,000.00
Structural Concrete, Class 4500 490 CY	Lump Sum	All	Lump Sum	78,000.00
Reinforcement 127,000#	Lump Sum	All	Lump Sum	53,340.00
Coated Reinforcement 52,000#	Lump Sum	All	Lump Sum	28,080.00
120'/125' Bulk Tee Prestressed Beams	Each	28	11,000.00	308,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	380	58.00	22,040.00
Three Tube Steel Railing	Lin. Ft.	538	43.00	23,134.00
1-1/2" Electrical Conduit	Lin. Ft.	288	6.00	1,728.00
Install Water Main	Lump Sum	All	Lump Sum	8,250.00
				$ 687,714.00

Anticipated Items

Railroad Protective Cost	All Required	98,000.00
Union Pacific Railroad Co. Work	All Required	122,676.00
		220,676.00
	Subtotal	$ 1,413,061.00
	Engineering	176,632.00
	Subtotal	$ 1,589,693.00
City of Pendleton Credit for Water Main	All Required	(7,500.00)
	TOTAL	$ 1,582,193.00

Length of Roadway ----------------	0.434
Length of Structure --------------	0.046
TOTAL	0.480

Cost of Roadway Per Mile --------- $ 3,782,864.06

Retain In Reserve

Repair Irrigation System and Seed Disturbed Lawn Areas	All Required	$ 1,000.00
	Subtotal	$ 1,000.00
	Engineering	125.00
	TOTAL	$ 1,125.00

SUMMARY OF FUNDS

Description	Grp	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds	R.R. Fund
Roadway	1	~~A95~~ 195	95%	$ 554,575.00	$ 526,846.00	$ 27,729.00	$ -----
Roadway	2	118	80%	1,087,188.00	869,750.00	217,438.00	-----
Structures	2	118	80%	1,517,193.00	1,213,754.00	303,439.00	-----
Railroad Share				65,000.00	------	-----	65,000.00
Subtotal				$3,223,956.00	$2,610,350.00	$548,606.00	$65,000.00
Reserve	2	118	80%	1,125.00	900.00	225.00	--
Total				$3,225,081.00	$2,611,250.00	$548,831.00	$65,000.00

Group 1:16% Group 2:79% Group 8:5%
Contract No. 9875
Prefix: 30-1948 P.E.
30-1001
WH:me:bkb

Nonparticipating State Work

Single Mailbox Support	Each	24	100.00	$	2,400.00

November 18, 1986

CON 5 - #9875

Pendleton Ready Mix Co.
P.O. Box 402
Pendleton, OR 97801

Attention: Lillian Boltz

The Pendleton Highway Division office has forwarded your letter of November 7, 1986, requesting information on Contract No. 9875 with Ross Bros. Construction, Inc. for work on the Umatilla River (Riverside) Bridge and UPRR U'Xing Section.

The name and address of the bonding company is:

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

Under Oregon law, you may file a claim against the prime contractor. This may be done by writing a letter to the Department of Transportation, 121 Transportation Building, Salem, OR 97310 and by stating that you wish to file a claim against Contract No. 9875 with Ross Bros. We would prefer that since you have two amounts, one owed by Cushing Bros., Inc. and the other amount by Ross Bros. Construction, that you send two letters.

We are attaching a copy of that portion of the law which outlines the filing procedure.

Please call me in Salem at 378-6526 if you have any questions.

Fran Neavoll
COMMISSION SERVICES

Attachment

bc: T.A. Penner

PENDLETON
READY
MIX CO.

P.O. Box 402 Pendleton, Oregon 97801
(503) 276-6951
Plant - 2 miles east on Mission Highway

November 7, 1986

Oregon State Highway Division
Tom Penner, Office Manager
P.O. Box 459
Pendleton, OR 97801

RE: Status of Ross Bros. Construction, Inc. Account
Riverside Bridge Project
Pendleton, Oregon 97801

Dear Sir;

This letter is to inform you of money owing and due as of the above date on the referred contractor and project:

1.	Cushing Bros., Inc. Sidewalk and Curbs, September 30, 1986	$5,238.50
2.	Ross Bros. Construction, Inc. Rock and Concrete, October 10, 1986	$51,278.14

We would appreciate the name, address and number of the bonding company who is covering Ross Bros. Construction, Inc. on this project.

May we hear from you regarding this matter?

Very truly yours,
Pendleton Ready Mix

By: Lillian Boltz
Lillian Boltz, Secretary-Treasurer

LB:ts

cc: Cushing Bros., Inc.
Ross Bros. Construction, Inc.

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
[illegible] 10 1986

☑ PM ☑ APM

First Class Ready Mix - Concrete Promptly Delivered - Sand - Gravel - Crushed Rock

CL 9875 1986-0335

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

November 18, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9875

George L. Anderson, P.C.
Attorney at Law
469 East Main Street
Hermiston, OR 97838-1926

We have received your letter dated November 6, 1986, on behalf of B & M Construction Equipment Co., filing a claim against the following Highway Division contract:

FILED BY:	B & M Construction Equipment Co.
AMOUNT:	$1,214.98
FOR:	Equipment rental
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'xing Section, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been settled.

Fran Neavoll
COMMISSION SERVICES

RECEIVED
NOV 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD
11-24-86 cc

bc: Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

9875

November 18, 1986

CON 5 - #9875

George L. Anderson, P.C.
Attorney at Law
469 East Main Street
Hermiston, OR 97838-1926

We have received your letter dated November 6, 1986, on behalf of B & M Construction Equipment Co., filing a claim against the following Highway Division contract:

FILED BY:	B & M Construction Equipment Co.
AMOUNT:	$1,214.98
FOR:	Equipment rental
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'xing Section, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been settled.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD
11-18-86 cc

bc: Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond FKN:cc

GEORGE L. ANDERSON, P.C.
ATTORNEY AT LAW
469 EAST MAIN STREET
HERMISTON, OR 97838-1926

GEORGE L. ANDERSON

AREA CODE 503
TELEPHONE: 567-7800

November 6, 1986

Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Secretary of State
ATTN: Public Records
Room 143
State Capital
Salem, OR 97310

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

✓State of Oregon
c/o Oregon Dept. of Transportation
ATTN: Bond Department
Transportation Building
Salem, OR 97310

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

SAFECO Insurance of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

RE: Claim of B&M Construction Equipment Co. on Ross Bros. Construction, Inc./SAFECO Insurance of America Bond given on State of Oregon Contract Number 9875--the Umatilla River-Riverside Bridge in Pendleton, Oregon.

Dear Sirs:

I

I am the attorney for B&M Construction Equipment Co. of Route 2, Box 2252, Hermiston, Oregon 97838. The principals in B&M Construction Equipment Co. are Bill Myers and Mitch Myers. Hereafter, I will refer to them as "Myers". My clients join me in this letter and claim by the signature of Bill Myers, one of the partners, given below.

Notice is hereby given that the undersigned Myers has a claim for renting equipment to Ross Bros. Construction, Inc. ("Ross") in the sum of $1,214.98 against the bond taken from Ross, and SAFECO Insurance Company of America (SAFECO), the surety for said bond, for that work known as the "Umatilla River- Riverside Bridge" in the City of Pendleton, Umatilla County, Oregon; State of Oregon contract number 9875 (the "project"). The equipment rented to Ross by Myers was one John Deere 450 dozer, for 31-1/2 hours of time, and such equipment was supplied directly to Ross.

The rental agreement with Ross arrived at by Myers through Ross' agent, Bob Swearingen, was as follows:

1. Myers was to be paid $55 per hour for the dozer time on the project, plus the time the dozer was transported to and from the project from Hermiston. From this total would be deducted Bill Myers' wages as earned by him from Ross for running the dozer on the project, but with union dues not being deducted from the total.

2. Pursuant to this contract Myers incurred 5-1/2 hours of dozer time on September 16, 1986, 8 hours of dozer time on September 17, 1986, 9 hours of dozer time on September 22, 1986, and 9 hours of dozer time on September 25, 1986, for a total of 31-1/2 hours of dozer time. The dozer was transported to and from the project from Myers' base in Hermiston on two occasions and that time was included in the 31-1/2 hours. This transport time being included in the dozer time was agreed upon by Bob Swearinger and Larry Carter. Multiplying 31-1/2 hours of rental time times $55 equals $1,732.50. Mr. Myers' September 25, 1986 bill for this time is enclosed. From this figure of $1,732.50, the sum of $552.80 paid Mr. Myers as wages is deducted, but added back to the rental sum due is $31.50 and $3.78 in union dues, leaving owed on the dozer rent the sum of $1,214.98. Mr. Myers' pay stub is enclosed.

This rental arrangement with Mr. Myers was made because Ross did not want to have Mr. Myers fill out the necessary qualification papers as a contractor on the project.

The dozer rented to Ross was supplied for the prosecution of the work in the project, contract number 9875, and the sum for the dozer rental ($1,214.98) is the reasonable value of the rental of said dozer.

Notice is hereby given to all of the parties this letter is addressed to, that if this claim is not accepted within 30 days from the date of this letter, a suit will be filed on the SAFECO Insurance Company of America bond pursuant to ORS 279.536.

II

Ross should also take note that at the same time a suit is filed to recover on the bond, that a separate lawsuit will be filed against Ross on the contract between Myers and Ross for the $1,214.98 rental of the dozer.

III

With this letter, please also find enclosed a copy of the front and back of a $924.89 check from Ross to Myers which Ross stopped payment on. With this letter, written demand is made upon Ross to pay this $924.89 to Myers within ten days from the receipt of this letter, or a lawsuit will be filed against [illegible] to recover this $924.89. Ross is also advised that if this $924.89 is not paid to Myers, that attorney's fees will be sought from Ross in the suit pursuant to Oregon Revised Statute 20.090 which allows for the recovery of attorney's fees when a check is returned due to stopped payment or NSF funds.

Very truly yours,

GEORGE L. ANDERSON, P.C.

George L. Anderson
Attorney at Law

GLA:alh
Enclosures
cc: Bill Myers

B&M Construction Equipment Co.

By: Bill Myers
Bill Myers, Partner

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] Const. Equip Co.
RR 2 BOX 2252
HERMISTON ORE
97838

Ph. 567-6709

2195

CUSTOMER'S ORDER NO.	DEPT.	DATE 9/25/86 -

NAME Ross Bros

ADDRESS

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE.RETD.	PAID OUT
			X			

QUAN		DESCRIPTION	PRICE	AMOUNT
	1	JD 450 Dozer		
	2	Slopes		
9/16	3	5½ hrs		
	4			
9/17	5	8 "		
	6			
9/22	7	9 "		
	8			
9/25	9	9 "		
	10			
	11	31½ Rental		
	12			
	13	Less. OPR.		
	14	($35⁰⁰ with OPR)		
	15			
	16	Job #684		
	17			
	18			

REC'D BY Bob S

WAGES -
10/7/86

5L350/01350

REDIFORM

KEEP THIS SLIP FOR REFERENCE

1195.00

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EMP. NO.	EMPLOYEE	SOC. SEC. NO.
288	WILLIAM F. MYERS	542-36-9274

EMPLOYER	
ROSS BRO. CONSTRUCTION, INC.	1877

EARNINGS

THIS PAY PERIOD				YEAR-TO-DATE
DESCRIPTION	RATE	HRS/UNITS	AMOUNT	AMOUNT
ST	17.0400	29.50	502.68	502.68
1 1/2 T	25.0600	2.00	50.12	50.12

DEDUCTIONS

THIS PAY PERIOD		YEAR-TO-DATE
DESCRIPTION	AMOUNT	AMOUNT
FICA	39.53	39.53
COMP	0.56	0.56
UN DUES	3.78	3.78
UN VAC	31.50	31.50

THIS PAY PERIOD

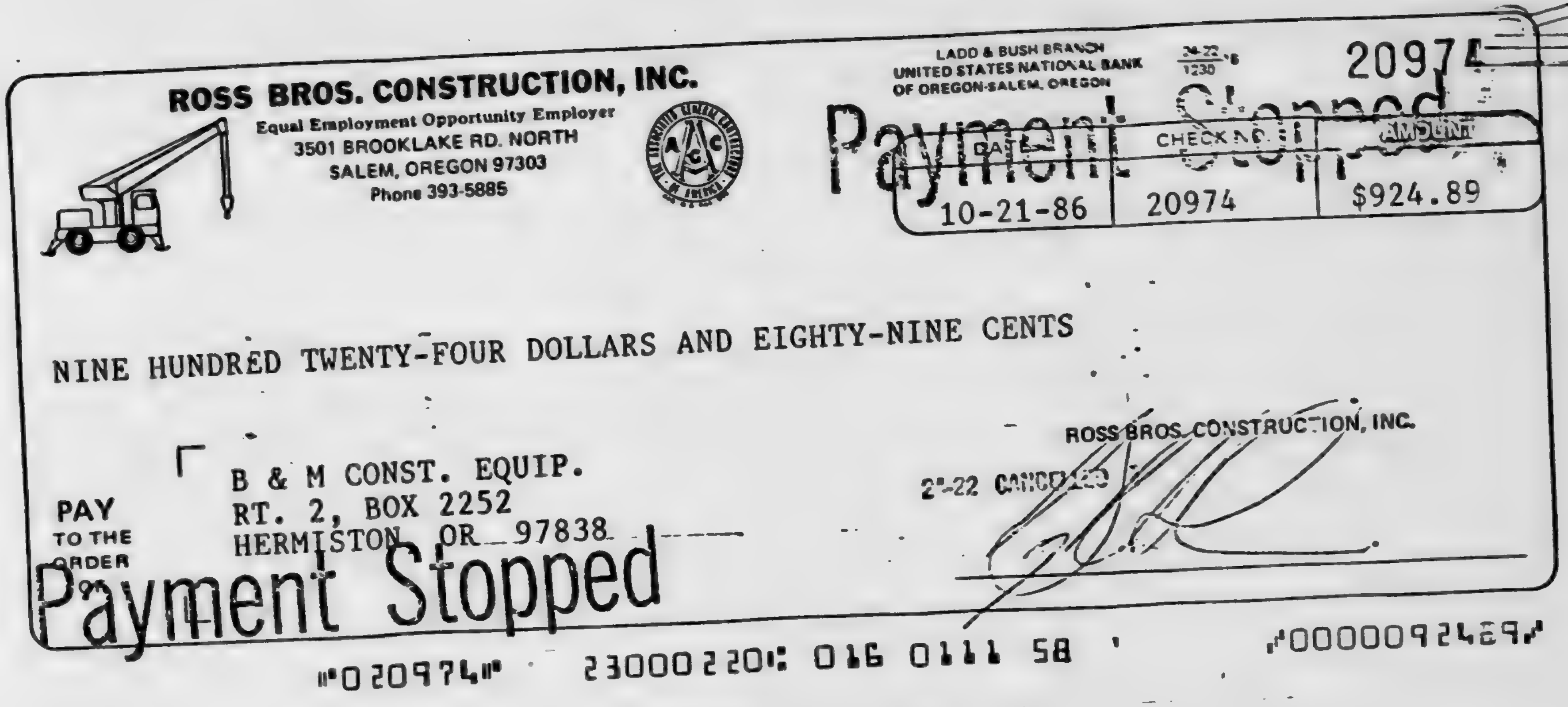
PERIOD ENDING	EARNINGS	DEDUCTIONS	NET PAY
09/27/86	552.80	75.37	477.43

YEAR TO DATE

EARNINGS	DEDUCTIONS	NET PAY
552.80	75.37	477.43

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION



ROSS BROS. CONSTRUCTION, INC.
Equal Employment Opportunity Employer
3501 BROOKLAKE RD. NORTH
SALEM, OREGON 97303
Phone 393-5885

LADD & BUSH BRANCH
UNITED STATES NATIONAL BANK
OF OREGON-SALEM, OREGON

24-22/1230

20974

Payment Stopped

DATE	CHECK NO.	AMOUNT
10-21-86	20974	$924.89

NINE HUNDRED TWENTY-FOUR DOLLARS AND EIGHTY-NINE CENTS

PAY TO THE ORDER OF

B & M CONST. EQUIP.
RT. 2, BOX 2252
HERMISTON, OR 97838

ROSS BROS. CONSTRUCTION, INC.

2-22 CANCELLED

Payment Stopped

⑈020974⑈ ⑆123000220⑆ 016 0111 58 ⑈0000092489⑈

9875 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-BRF-19(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80274

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 22, 1986

8. FEDERAL ROUTE NUMBER FAP 19

9. STATE ROUTE NUMBER 8

10. GENERAL LOCATION:
Umatilla River (Riverside) Br & UPRR U'Xing

11. GENERAL DESCRIPTION OF WORK
Relocate fire hydrant

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/22/86 as requested in Mr. Fredrickson's letter of 11/7/86 as being cost effective for the use of City of Pendleton forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $353.16; Federal Funds $282.

RECEIVED
STATE HWY ENGR
NOV 20 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/20

14. DATE 11/17/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9875

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

D
☐ RE ☑ RCE ☐ RME ☐ ROE
☐ RFA NOV 14 1986 ☐
RECEIVED
REGION 5 OFFICE

In Reply Refer to
File No.:

November 12, 1986
P.O. Box 459 Pendleton, Oregon 97801

Ross Bros., Inc.
3501 Brooklake Rd. N.
Salem, Oregon 97303

Re: Umatilla River
(Riverside) Bridge
Contract #9875
Bill from landowner

Attn: Larry Carter

Enclosed find a bill from Jack Kelly, a land owner between the railroad tracks and the river on the west side of the highway . The road to his house was used and not repaired by Ross Bros. and Wildhorse Construction.

Please take care of this matter as soon as possible.

Sincerely,

Thomas A. Penner
Project Manager

cc: Region w/attachments
Jack Kelly
file

xc: Commission Services info only no resp. nec.

TAP/lwf

RECEIVED
NOV 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Pendleton Music House INC.
337 SOUTHWEST EMIGRANT
P.O. BOX 1108
PENDLETON, OREGON 97801
TELEPHONE 276-6621 AREA 503

11/10/86

Tom,

Enclosed is the bill to put my road back as close to where it was before the states bridge project began. After several unkept promises and phone calls I was left with no choice.

As I stated before Tom I had a good road for 35 years before the state and rail-road decided to start using it, with out any permision, and all I'm asking is the cost to put my road back to where it was. It will never be the same but I guess that's progress.

Sincerely,

Jack Kelley

RECEIVED
NOV 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
NOV 12 1986
☑ PM ☐ APM

RECE
☐ PM

Branches in LaGrande, Hermiston, Walla Walla and Tri-Cities

Elmer 276-9459

BLUE MOUNTAIN ASPHALT CO.
3819 WESTGATE
P.O. BOX 938 PENDLETON, OR. 97801

INVOICE
No. 1969
DATE 10-20-86

Jack Kelley
150 S. E. 22nd
Pendleton, OR 97801

PROJECT

PLEASE REMIT TO:
P. O. BOX 84921
SEATTLE, WA 98124-6221

JOB NUMBER 67164

DATE COMPLETED 10-20-86

			UNIT PRICING	AMOUNT
10-2-86	MOB	1 HR	$35.00	$35.00
	Blade Rental -	8 HRS	35.00	280.00
	Truck Rental -	2.5 HRS	45.00	112.50
	3/4"-0 S.P. -	67.28 Ton	4.00	269.12
		Total Due		$696.62
				52.50
			0	644.12

8 to 4 8 hrs?

MOB 1 hrs?

459

RECEIVED
NOV 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A FINANCE CHARGE OF 1½% PER MONTH (18% ANNUAL RATE) WILL BE CHARGED ON YOUR PREVIOUS MONTHS BALANCE. SUBJECT TO APPLICABLE STATES LAW IF MAXIMUM IS DIFFERENT.

ORIGINAL INVOICE

RECEIVED
NOV 18 1986
☑ PM ☐ AM

RECEIVED
☐ PM

Branches in LaGrande, Hermiston, Walla Walla and Tri-Cities

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
DEC 15 '86
REFER TO Fredrickson
FOR

REGION NO. 10	REPORT NO. 13	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
Tom Penner, Warren Richards and Ken Eddy; OSHD

by 12/16

DATE OF INSPECTION 11/6/86	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. FFR-BRF-19(7)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 126 %	WORK COMPLETED 99 %

NOTED
V. E. SCHWART

UMATILLA RIVER @ UPRR U'XING
OREGON - WASHINGTON HIGHWAY
Grading, Paving, Structure, Signing & Illumination

This project is situated on the northeast eastern city limits of Pendleton where Oregon Highway 11 crosses the Umatilla River. It begins at the intersection of Highway 11 and U. S. 30 and extends north of Riverside Drive to an existing three lane road section. The new concrete structure which provides four lanes of traffic with sidewalks on both sides replaced a narrow, deteriorating bridge with two lanes of traffic and an 8 foot sidewalk.

This project was plagued with several areas of poor concrete workmanship which have been discussed in several previous inspection reports. The corrective work described in our inspection report number 6 and the State's Price Agreement No. 11 has been accomplished. The concrete work is now acceptable. Inspection report No. 12 mentions some low concrete cylinder strengths on the Phase II deck pour. The State advised they have taken three four-inch cores from the deck which exhibited an average of 4805 psi compressive strength. Also the State advised there were not enough original cylinders cast during the pour to run the 60-day breaks. It appears from the 4-inch cores recently taken that the deck is suitable for use, however a penalty will have to be assessed the contractor for the less than specified compressive strengths. I was advised that the State's bridge section had studied this matter and verbally advised the project manager that the Stage II deck is suitable for use. The State Region is working with the construction section and bridge section currently to determine the appropriate penalty for the low strengths. I advised the State's project manager and regional construction engineer that my recommendation concerning federal participation will be based on the State bridge section's written recommendation concerning the usability of the structure and recommended penalty.

The extraction test results of the asphaltic concrete used on this project were reviewed in the project manager's office and found to be satisfactory.

During the final inspection numerous dollar sized chunks of wood were apparent in the surface of the deck. The project manager will direct the contractor to dig out all visible chunks of wood in the deck and patch the cavities with an approved type of epoxy cement.

The State said the contractor has verbally indicated he intends to submit several claims on this project. These claims will be addressed as they materialize.

The contractor used 165 days more than the contract allowed and has requested a 443 day time extension. The State is currently analyzing that request. I will address this matter following the State's analysis and recommendation concerning the time extension. Except as noted above the project appears to have been constructed in conformance with the contract requirements. Acceptance is recommended pending resolution of the aforementioned deficiencies.

- TPL -

CL 1986-0304

FILED
OCT 9 1986
BARBARA ROBERTS
SECRETARY OF STATE

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 7, 1986

IN REPLY REFER TO
FILE NO.:
CON 5 - 9875

Mr. Edwin L. Hardt
616 NE Highway #11
Pendleton, OR 97801

The Pendleton Highway office has forwarded your letter filing a claim against the following Highway Division contract:

FILED BY:	Edwin L. Hardt
AMOUNT:	$5,640 from 7-21-86 to 9-3-86
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Wildhorse Contracting
CONTRACT NO.:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been settled.

George Bell
Assistant Director

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

RECEIVED
1986
[illegible] SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Ore. State Hiway Transportation Div.
Riverside bridge project Pendleton. Ore.

Wildhorse Contracting Pendleton Ore. owes me Ed Hardt (Hardt Const) the sum of $5,640^{00}$ dollars from July 21, 86 To Sept 3, 86

Thank you
Edwin L Hardt
616 NE Hiway #11
Pendleton Ore. 97801
276-6954

RECEIVED
OCT 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

September 24, 1986
P.O. Box 459, Pendleton, Oregon 97801
Phone 503-276-0954

☐ RE ☑ [illegible] ☐ [illegible] ☐ RCE
☑ RFA SEP 25 1986 ☐
RECEIVED
REGION 5 OFFICE

In Reply Refer to
File No.:

Ross Bros. Construction
3501 Brooklake Rd. N.
Salem, Oregon 97303

Re: Umatilla River
(Riverside) Bridge
Contract #9875
Subcontractor's
Bills

Attention: Ray Cox

Find enclosed a copy of a past due bill for labor and equiptment on this project.

Section 107.28 of the Standard Specifications for Highway Construction, Oregon, 1984, covers these problems.

Please take care of this one before it proceeds any further.

RECEIVED
OCT 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

K Eddy
Ken Eddy
Assistant Project Manager

cc: Commission Services
cy 9/29/86

KWE/wf

CC: Ed Hardt (Hardt Construction)
Construction w/ attached
~~Region w/ attached~~
file w/ attached

75

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: CON 5
9875

AGENDA
OCT 16 1986

DATE: October 3, 1986

TO: Oregon Transportation Commission

FROM: Larry Rulien
for State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Umatilla River (Riverside) Br. & UPRR U'Xing Section
Oregon-Washington Highway, Umatilla County
Contract No. 9875

This grading, paving and structure project, located in Pendleton, is nearing completion and an overrun of the project authorization is apparent. The final cost of the project is now estimated to be 8.3 percent or $267,000 above the authorization.

Bills from the railroad company presently total over $311,000 for protective and relocation costs, which is $122,000 more than had been anticipated. Other major cost increases include overruns in watering ($19,000), aggregate base items ($15,000), and flagging ($10,800).

The final major overrun item is engineering, which is expected to overrun by $107,470. This increased cost, as well as much of that listed above, is primarily due to the work progressing slower than anticipated.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $267,000 to a new total of $3,466,646.70. This matter will be on the consent calendar for the October 16 meeting.

cc: Fred Miller
Fran Neavoll ✓
C. O.Fredrickson
V. E. Skoog
R. D. Hector
George Bell

Form 734-3122

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
9875

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 3, 1986

FROM: for O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Umatilla River (Riverside) Br. & UPRR U'Xing Section
Oregon-Washington Highway, Umatilla County
Contract No. 9875

This grading, paving and structure project, located in Pendleton, is nearing completion and an overrun of the project authorization is apparent. The final cost of the project is now estimated to be 8.3 percent or $267,000 above the authorization.

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The final major overrun item is engineering, which is expected to overrun by $107,470. This increased cost, as well as much of that listed above, is primarily due to the work progressing slower than anticipated.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $267,000. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: R. D. Hector
T. A. Penner
B. M. Walton
Don Trout

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
NOV 17 '86
REFER TO Cy Fredrikson 11/17
FOR
Info Inves R/D D/R Sign Act File

REGION NO. 10	REPORT NO. 12	COUNTY Umatilla	DIVISION Oregon
IN COMPANY WITH Tom Penner and Warren Richards; OSHD			
DATE OF INSPECTION 9/30/86	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. FFR-BRF-19(7)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 124 %	WORK COMPLETED 93 %

NOTED
W. E. SCHWARTZ

UMATILLA RIVER @ UPRR U'XING
OREGON - WASHINGTON HIGHWAY
Grading, Paving, Structure, Signing and Illumination

The purpose of this inspection was to review the construction work in progress, the materials records of work recently done, and inspect traffic control.

The contractor was paving on the north approach at the time of this inspection and traffic was being controlled with signs and flagmen. There were light to moderate traffic delays. However traffic was being taken around in an orderly fashion and traffic control was judged satisfactory.

It was noted that on the Stage II deck concrete pours three sets of cylinders resulted in 28 day cylinder break averages of 3500 psi, 3700 psi, and 4900 psi. The air was low and the water cement ratio low (.34 ±). Water reducing admixture was utilized. The project manager advised that the State changed the mix design after Stage I deck pour because of a change in the fineness modulus. The project manager ~~he~~ checked the fineness modulus after the Stage II deck pour to see if that might be the problem but he found that it was still reasonably consistent with the revised design. The air entraining additive used by the contractors was Master Builder. Master Builder recommends one half to four ounces per 100 lbs. of cement. The contractor used about one ounce per 100 lbs. Possolith admixture No. 322N was used also within the manufacturer's recommended dosage. All three sets of cylinders were cast, field cured and shipped to Salem two days after being cast. All were handled the same. Field curing was in hot weather. Cylinders were field cured in the shade. It was noted that the two failing 28 day cylinder sets showed an abnormal strength game curve i.e., the 7 and 14 day tests were reasonable for 4500 psi concrete.

This matter is being referred to the bridge section for determination of acceptability of the Stage II deck pours. I will request the Division Office Bridge Engineer review the State's Bridge Section's written recommendation prior to making my recommendation concerning federal participation.

Form FHWA-1446A
(Rev. 2-84)

The project manager advised that cement samples were taken two weeks after the Stage II deck pour and are currently being tested.

The contractor was placing the final lift of asphaltic concrete on the north approach at the time of the inspection. Field testing indicated adequate compaction. The contractor was using rubber tired rollers for the breakdown with a static finish roller. Field tests indicate that moisture at the time of the pour was in the neighborhood of ½%.

Also the contractor was forming GM barrier at the time of the inspection and just started the concrete pour when we left.

There is a lot of concrete finishing work remaining to be done prior to accepting the project. It was noteworthy that there was no finishing work in progress at the time of this inspection. The project manager advised that the contractor is apparently putting this work off. It appears that the contractor may complete the project in about two weeks plus whatever time it will require to perform the extensive concrete finishing required on this project.

We also made a brief review of the asphaltic concrete plant which was providing asphaltic concrete to this project. This is a batch plant. It was noted that lime treated aggregate was being used. It appears that the overall operation of the batch plant is satisfactory.

- TPL -

9875

July 7, 1986

CON 5 - 9875

Lindstedt & Buono, P.C.
Attorneys at Law
200 SW Market, Suite 1410
Portland, OR 97201

Attention: David J. Buono

As requested in your letter of June 27, we are attaching a xerox copy of the front cover and signature pages of Contract No. 9875 with Ross Bros. Construction, Inc., for work on the Umatilla River (Riverside) Bridge and UPRR Undercrossing Section on the Oregon-Washington Highway in Umatilla County.

George Bell
Assistant Director

Attachment

FKN:azm

LINDSTEDT & BUONO, P.C.
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO

R. LEE ROSBACK

SUITE 1410
200 MARKET BUILDING
200 S.W. MARKET
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6881

June 27, 1986

Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Re: My Client : Associated Sand & Gravel Co., Inc.
Contract No. : 9875
Project : Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County

Gentlemen:

I am the attorney for Associated Sand & Gravel Co., Inc., which has a claim for materials delivered to Wildhorse Construction on the above referenced project. My client forwarded to you its claim against the contractors bond on March 31, 1986.

I would appreciate it if you would provide me with a copy of the front and signature page of the contract between Ross Bros. Construction, Inc., the general contractor and the State of Oregon relating to this project and a copy of the payment bond provided by the general contractor.

Respectfully yours,

David J Buono

David J. Buono

DJB:dck

RECEIVED
JUL 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-BRF-19(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Umatilla
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80274
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -3 '86
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE April 16, 1986
8. FEDERAL ROUTE NUMBER Primary 19
9. STATE ROUTE NUMBER 8
10. GENERAL LOCATION:

Umatilla River (Riverside) Br & UPRR X'ing Section

11. GENERAL DESCRIPTION OF WORK

Replace Landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/16/86 as requested in Mr. Fredrickson's letter of 5/20/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $1,000;
Federal Funds $881.

14. DATE 6/2/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CL 1986-0221

9875

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.:
CON 5 - 9875 & 10,001

May 28, 1986

FILED
MAY 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

Star Rentals & Sales
P. O. Box 2611
Pasco, WA 99302

Attention: E. A. Snider
Manager

We have received your Notice of Claim dated May 14, 1986, against the following Highway Division contracts:

FILED BY:	Star Rentals & Sales
AMOUNT:	$5,089.55
FOR:	Equipment Rented
AGAINST (PRIME CONTRACTOR):	Ross Bros Construction, Inc.
SURETY:	Safeco Insurance Co. of America
PROJECT:	CONTRACT NO. 9875 Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County
PROJECT:	CONTRACT NO. 10,001 Power Line Road-Bridge Road Section, McNary Highway, Umatilla County

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
JUN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bcc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
6-10-86 cc

[illegible]

STAR RENTALS & SALES

OREGON PUBLIC CONSTRUCTION

NOTICE OF CLAIM

FORM NO. OR-4

DATE: MAY 14, 1986

TO: OREGON DEPT. OF TRANSPORTATION
TRANSPORTATION BLDG.
SALEM, OREGON 97310

ROSS BROTHERS CONSTRUCTION
BOX 1326
PENDLETON, OREGON 97801

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED STAR RENTALS AND SALES HAS A CLAIM FOR EQUIPMENT RENTED IN THE SUM OF $5089.55 DOLLARS AGAINST THE BOND TAKEN Umatilla River (Riverside Bridge - #9875 and POWER LINE ROAD TO OREGON BRIDGE - #10001, Pendleton Job. FOR THE WORK OF ROSS BROTHERS CONSTRUCTION.

E A Snider
E.A. SNIDER, MANAGER

STAR RENTALS AND SALES
P.O. BOX 2611
PASCO, WASHINGTON 99302

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STAR RENTALS AND SALES ★ 1912 "A" Street ★ P.O. Box 2611 ★ PASCO, WASHINGTON 99302
Telephone 545-8521 ★ Area Code 509

CL 1986-C208

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - #9875

May 19, 1986

Corey, Byler, Rew, Lorenzen & Hojem
Attorneys at Law
P.O. Box 218
Pendleton, OR 97801

Attention: Steven H. Corey

We have received your letter dated May 5, 1986, on behalf of Pendleton Ready Mix Co., filing a claim against the following Highway Division contract:

FILED BY:	Pendleton Ready Mix Co.
AMOUNT:	$14,514.25
AGAINST (Prime contractor):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Morris O. McCormmach and Wildhorse Contracting, Inc.
CONTRACT NO.:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
6-10-86cc

RECEIVED
MAY 2? 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97304

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188 (10-85)

COREY, BYLER, REW, LORENZEN & HOJEM
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

ALEX M. BYLER
LAWRENCE B. REW
STEVEN H. COREY
HENRY C. LORENZEN
DOUGLAS E. HOJEM

GEORGE H. COREY
OF COUNSEL

TELEPHONE
AREA CODE 503
276-3331

May 5, 1986

Mr. Robert Gormsen
Commission Services Secretary
State of Oregon
Room 121-Transportation Building
Salem, OR 97310

Re: Pendleton Ready Mix Co.
Status of Account
Ross Bros.
Project OSHD 9875
Riverside Bridge

Dear Mr. Gormsen:

I confirm my telephone conversation with you on May 5. Tom Penner suggested I telephone you. Our office represents Pendleton Ready Mix Co., a material supplyman for the above project. It is owed the sum of $14,514.25, without interest, as of March 13, 1986. Morris O. McCormmach and Wildhorse Contracting, Inc., one of the subcontractors of Ross Bros. Construction, Inc., is the one that ordered the work. The accounting, arriving at the balance due, is as follows:

Balance due as of 11/14/85	$22,514.25
Less Payment, 11/27/85	5,000.00
Less Payment by Ross Bros., 3/13/86	3,000.00
Balance Due (without interest)	$14,514.25

I understand the procedure is to file a "claim," and that your office will do that for my client. Your office will prepare three copies of the claim, send one to the Secretary of State, one to the prime contractor, and one to the surety. You will provide my client directly with a copy, and I also would appreciate receiving a copy. I further understand the bond terms are such that the job must be completed satisfactorily, including that the subs are promptly paid.

I appreciate your courtesies, and look forward to hearing from your office as your time permits.

Thank you.

Sincerely yours,

Steven H. Corey

SHC:m
cc: Ross Bros. Construction, Inc.
cc: Safeco Insurance Company of America
cc: Oregon State Highway Division
cc: Pendleton Ready Mix Co.

RECEIVED
MAY 8 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1875

Ringert, Clark, Harrington, Reid, Christenson & Kaufman
CHARTERED
LAWYERS

WILLIAM F. RINGERT
D. BLAIR CLARK
ANDREW M. HARRINGTON
JAMES G. REID
JEFFREY R. CHRISTENSON
JAMES P. KAUFMAN
MICHAEL J. GAFFNEY
SAMUEL KAUFMAN
OF COUNSEL

599 WEST BANNOCK STREET
P.O. BOX 2773
BOISE, IDAHO 83701
TELEPHONE (208) 342-4591

May 16, 1986

Steve Ross, President
Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, Oregon 97303

CERTIFIED MAIL

Re: Umatilla River Bridge
Contract #9875
Rebar P. O. #5880

Dear Mr. Ross:

I write as Idaho counsel for Mr. Henry Davis, owner of Treasure Valley Rebar. A copy of your company's letter to Treasure Valley Rebar dated May 12, 1986, is enclosed for your reference. This letter unjustly purports to cancel the contract between Ross Bros. Construction, Inc. and Treasure Valley Rebar relative to the above referenced project.

This cancellation is one more instance in a long series of conflicts arising over Ross Bros.' failure to pay its bills. On advice of Oregon counsel, Mr. Davis previously advised your employee, Scott, that Treasure Valley Rebar would continue to perform its contract, in spite of Ross Bros.' numerous breaches of its contracts with Treasure Valley Rebar. You are hereby put on notice that Treasure Valley Rebar will pursue and exercise any and all appropriate remedies against Ross Bros. including, without limitation, an examination of whether Ross Bros. has entered into unfair business practices towards its subcontractors and materialmen.

I would invite you to contact Mr. Davis within five (5) days of the date of this letter to determine whether you can resolve this short of litigation. You should also be prepared to tell Mr. Davis when you are going to pay him the $20,979.41 you owe on the Umatilla Bridge job for materials supplied in January and February, 1986.

Thank you.

Yours very truly,

Jeffrey R. Christenson

JRC/bka
Enclosure
cc: Oregon Department of Transportation
Safeco Insurance Co. of America
Treasure Valley Rebar

RECEIVED
MAY 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.

ROSS BROS.
CONSTRUCTION,
INC.
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
503-393-5885

May 12, 1986

Treasure Valley Rebar
212 N.W. 10th
Meridian, ID 83642

RE: Umatilla River Bridge
Contract # 9875
Rebar P. O. # 5880

ATTN; Henry Davis

Dear Gentlemen:

In regards to the above subject contract and your refusal to supply rebar for the second stage construction due to circumstances outside this contract, we find it necessary to void our Purchase Order with you and seek a supplier for the remaining reinforcing elsewhere.

In the event that Treasure Valley Rebar's failure to perform it's obligations under the Purchase Order, results in any delay and additional costs in Ross Bros. performance of the above referenced contract with O.D.O.T., Ross Bros. will pursue all appropriate legal remedies against Treasure Valley Rebar.

Sincerely,

Larry Carter
Project Manager

LC/jv

RECEIVED
MAY 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

CC 1986-0167
9875

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 25 1986
BARBARA ROBERTS
SECRETARY OF STATE

April 23, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9875

Associated Sand & Gravel Company, Inc.
P.O. Box 363
Tualatin, OR 97062

We have received your March 31, 1986, letter filing a claim against the following Highway Division contract:

NOTED ON CARD
5/21/86 CB

FILED BY:	Associated Sand & Gravel Co., Inc.
AMOUNT:	$3,078.44
FOR:	Material
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Wildhorse Construction
CONTRACT NO:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
APR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

S&G ASSOCIATED SAND & GRAVEL
COMPANY, INC.
19585 S.W. 118TH AVE. • P.O. BOX 363 • TUALATIN, OR 97062

March 31, 1986

Mr. Robert Gormsen
Oregon State Highway Division
Transportation Building
Room 121
Salem, Oregon 97310

Contract No: 9875, Umatilla River Bridge

Dear Mr. Gormsen;

Notice is hereby given that the undersigned Associated Sand & Gravel Company, Inc. has a claim for Concrete Sewer Pipe furnished to Wildhorse Construction on your contract #9875 in the sum of $3,078.44.

We would appreciate any information on the status of this project.

Very truly yours,

ASSOCIATED SAND & GRAVEL CO., INC.

ALBERT P. DEMERS
Oregon Division Manager

ADP:kjt

RECEIVED
APR 3 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(503) 692-3885 • 1-800-648-6609
An ARC America Company

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-BRF-19(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Umatilla
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80274
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 4, 1986
8. FEDERAL ROUTE NUMBER Primary 9
9. STATE ROUTE NUMBER Primary 8
10. GENERAL LOCATION: Umatilla River (Riverside) Bridge & UPRR U X'ing Section
11. GENERAL DESCRIPTION OF WORK Program Change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/20/86 we approve the Program Change to:

1. Appn. Code: Add 010
2. Credit: Appn Code 195
   Debit: Appn Code 010
3. Change project prefix letters from FF to F

RECEIVED
STATE HWY ENGR
APR 9 '86
REFER TO Potter
FOR
Info Inves R/D J/R Sign Act File

Orig to
4/9

14. DATE 4/8/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (L. W. Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 8	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
T. Penner, Project Manager; OSHD

DATE OF INSPECTION April 1, 1986	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. FFR-BRF-19(7)

QUALITY OF WORK Satisfactory *	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 95 %	WORK COMPLETED 77 %

UMATILLA RIVER (RIVERSIDE) BRIDGE & UPRR X'ING SECTION
OREGON - WASHINGTON HIGHWAY
Grading, Paving, Structures, Signing & Illumination

WORK COMPLETED

Railroad Bridge (BR. No. 46967-A) - The railroad has been shifted to the new structure. Considerable concrete finishing work remains on both abutments.

Riverside Bridge (4697-A) - Stage 1 beams have been placed. The deck forms and most of the deck steel is in place. (See comments for additional information.)

Oregon - Washington Highway - Stage 1 paving complete.

* See report No. 6 for futher discussion on quality of work.

RECEIVED
STATE HWY ENGR
APR 15 '86
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Cy 4/17

NOTED
W. E. SCHWARTZ

WORK IN PROGRESS

Drainage work at the south end of the river structure.

Removing diaphragms in Span No. 1.

COMMENTS

An additive was added to the concrete which was placed in the diaphragms in Span No. 1 and the cross beam at Bent No. 2. The additive resulted in excess chlorides being incorporated into the concrete. The contractor has been directed to remove this concrete. At the time of this inspection approximately half of the removal work has been completed. There has been no apparent damage to the reinforcing steel or the prestressed beams as a result of the concrete removal operation.

Form FHWA-1446A
(Rev. 2-84)

Mr. Penner indicated that the additive added was Master Builders HE122. Apparently the use of this additive was never formally requested by the contractor. The actions and circumstances leading to the use of this additive are currently under review. At the present time no payment is being made to the contractor for any additional remedial work required as a result of the defective concrete.

The camber in the prestressed beams as measured in the field averages approximately 6 5/8". Design camber 3 months after transfer of prestress is 3/3/4". The beams were cast over one year before they were placed on the structure. This is undoubtedly a significant factor in the large amount of camber presently in the beams. Field notes indicated, that to establish a suitable deck grade for the structure, the total deck thickness at Bent No. 2 will be approximately 12 3/4". The increased camber will result in additional concrete being placed and in added superstructure weight. Project personnel have been in close contact with the Bridge design section and have followed their recommendations in addressing this problem so that the existing beams can be used.

The settlement reported in the last report at Retaining Wall "B" (BR No. 16737) has continued and the wall has moved slightly outward also. Corrective action has not yet been taken by the contractor.

The progress of this project has been listed as unsatisfactory as it is not anticipated that the project can be completed within the allotted time. It appears that the contractor's past lack of quality work (the first time thru) has had a significant effect on the progress of constrction on this project.

The quality of work has been listed as satisfactory as only satisfactory work will ultimately be incorporated into the project. Other work will be, or has been, corrected before it is accepted as part of the compelted project.

- DBC -

987

STATE OF OREGON **INTEROFFICE MEMO**

TO: Chuck Fredrickson
Construction Section

DATE: March 28, 1986

FROM: R. C. Blensly
Research Engineer

SUBJECT: Contaminated (Chloride) Concrete in the Diaphrams on the Umitilla River (Riverside) Br. S UPRR U-xing
Contract No. C09875

Attached are two memorandums to me from Marty Laylor, one dated March 27, 1986, and the other March 28, 1986, on the subject structure.

Based on Marty's analysis of the potential problem on this structure, I would recommend that we take immediate steps to have the contaminated diaphrams removed and replaced.

I would further recommend that we take the time to have the copper-copper sulfate half cell potential survey made on this structure. Although there is a probability that the survey will not give us any conclusive results, I believe it is in our best interest to run these tests, so that we prepare ourselves for similiar situations in the future. It is my understanding that these tests should take no longer than 1 day, unless extreme difficulty is experienced in getting access to the contaminated areas.

If we can assist in this endeavor please advise.

cc: L. W. Rulien
Walt Hart

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
MAR 31 '86
REFER TO Pat
FOR
Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. C. Blensly
Research Engineer

DATE: March 28, 1986

FROM: Marty Laylor
Research Project Coordinator

SUBJECT: Cu-$CuSO_4$ half-cell potential survey on the contaminated (chloride) diaphrams on the Umatilla River (Riverside) Br. S UPRR U-xing-Contract #C09875

The presence of the chloride bearing concrete adjacent to the chloride free concrete and the fact that steel is shared by both concretes creates a condition where corrosion will eventually occur. The time to corrosion will be a function of how long it takes the chloride to degrade the passive film that is formed on the steel by the alkalinity of the concrete. The conditon of the passive film on the steel is then evaluated by potential survey data.

A potential survey at this time may not give useful data.
However, because of the uniqueness of the situation it would be of interest to do a survey and determine if useful information is available. The following 3 situations may be observed.

1. No depressed potentials: this indicates that the passive film on the steel intact at this time and no corrosion is occuring.

2. Potentials found in the -100 mv to -230 mv range: potentials in this range are probably attributable to the salt concentration cell set up by the two different environments (chloride bearing and chloride free concretes) and will show a trend to more negative values with time.

3. Depressed potentials: potentials more negative than -230 mv indicate active corrosion.

Because of the age of the structure the first case is probably the most likely. However, if case 2 and especially case 3 is observed it would be firm evidence to support the decision to remove the contaminated concrete.

81-123-1367

STATE OF OREGON

INTEROFFICE MEMO

TO: R. C. Blensly
Research Engineer

DATE: March 27, 1986

FROM: Marty Laylor Marty
Research Project Coordinator

SUBJECT: Contaminated (Chloride) Concrete in the diaphrams on the
Umatilla River (Riverside) Br. S U.P.R.R. U-xing
Contract No. C09875

I have reviewed Ralph Delany's memo of March 13, 1986 concerning the above named subject and, in addition, have obtained the following information.

Total Chloride Content- Approx 4#/cu yd
Water Soluble Chloride Content- Approx 3.5#/cu yd.

Cement Content - 6.3 Sack Mix
Slump - 3½"
Air Content - 9.5%

Water/Cement ratio[1] - no information

Cement Chemistry- from Mill Analysis

C4AF	13.2%
C3A[2]	2.7%
C3S	54.9%
C2S	23.9%

The low C3A content, the high water soluble chlorides and the unknown water/cement ratio indicate that accelerated corrosion of the steel at the ends of and in the diaphrams can be expected.

The above situation is analogous to where loose chloride bearing concrete is removed and replaced with chloride free concrete. This sets up a condition where remaining chloride bearing and the new chloride free concrete are adjacent to each other. Experience has demonstrated that accelerated deterioration of the rebar in the chloride bearing concrete will occur.

Now, with regard to cathodic protection (CP) for reducing the corrosion rate to an acceptable level. This is a composite structure of prestressed concrete and concrete with reinforcing steel only. In order to use CP it would be necessary to apply current to the entire structure so that stray current effects could be controlled. The application of CP to prestress members would be using technology that is only evolving at the present and, as such, should probably not be recommended until such time that it has a proven performance record.

Consequently, I feel that removal and replacement of the contaminated concrete is the only way to ensure maintenance free performance of the structure.

[1] Water- cement ratios below about 0.38 and preferably at or about 0.35 produces an environment for the steel that normally inhibits corrosion of the steel.

[2] Tricalcium Aluminate (C3A). The C3A is reported to tie up the chlorides when the cement is in the hydraulic phase. The range reported to be effective is 10 to 12%.

cc: file

9175 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-19(4)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Umatilla
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80274

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 22, 1984
8. FEDERAL ROUTE NUMBER Primary 19
9. STATE ROUTE NUMBER Primary 8

10. GENERAL LOCATION:
Umatilla River (Riverside) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 2/6/86 and 3/7/86, this will confirm the advance approval date of 6/22/84 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the buried cable facilities on a lump sum cost to be $14,777.05; Federal Funds $12,672.00.

The Agreement with Pacific Northwest Bell is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STAT HWY ENGR
MAR 31 '86
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to 4/1

14. DATE 3/26/86
15. SIGNATURE OF APPROVING OFFICIAL Robert B. Hathaway
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9172

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 20, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Designated Priority Primary Routes
Program Change

Project No.	Project Name	County
FF-1(34)	Scappoose S.C.L.-Mult. Co. Line Sec.	Columbia
FF-F-1(36)	Columbia City N.C.L.-Warren Sec.	Columbia
FF-1(39)	Scappoose S.C.L.-Mult. Co. Line Sec.	Columbia
F-FR-3(15)	Washington St.-High St. (6th & 7th St., Eugene)	Lane
FFR-7(15)	Old Oregon Trail-Island City Sec.	Union
[redacted]	Umatilla R. (Riverside) Br. & UPRR O'xing Sec.	Umatilla

In response to your letter of March 14, 1986, I am requesting the following actions to correct the use of appropriation codes 195 and A95.

I request your approval of program changes to the above listed projects. These projects were mistakenly programmed to appn codes 195 and/or A95. This change will require the following revisions:

1. Appn Code Add 010 + 110
2. Credit: Appn Code A95 and/or 195
   Debit: Appn Code 010 and/or 110
3. Change project prefix letters from FF to F.
4. Adjustment of PE costs to reflect more accurately the scope of work on F-1(34) project. See attached justification and breakdown of costs.

Approval of this request will involve revisions in financing as indicated on enclosed copies of revised project agreement estimates and modification of project agreements (PR-2A).

RLC:me
Encl.
cc: Accounting
General Files

Form 734-3122

CL 1986-0125

9875

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5 - #9875

March 17, 1986

Barrier West
P.O. Box 12129
Portland, OR 97212-0129

Attn: Nicholas Storie
Vice President

We have received your letter of February 13, 1986, with invoices, filing a claim against the following Highway Division contract:

FILED BY: Barrier West

AMOUNT: $3,292

NOTED ON CARD
5/21/86 CB

FOR: Rental of median barrier

AGAINST (Prime contractor): Ross Bros. Construction, Inc.

SUBCONTRACTOR: G. D. Dennis & Sons

CONTRACT NO.: 9875

PROJECT: Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County

SURETY: Safeco Insurance Co. of America

AGENT: Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co.
of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

BARRIER WEST
P.O. BOX 12129
PORTLAND, OREGON 97212-0129
(503) 287-1775

February 13, 1986

Bob Goramsen
COMMISSION SERVICES
Room 121
Transportation Building
Salem, Oregon 97310

Dear Mr. Goramsen,

Re: Contract #9875
River Side Bridge, Hwy 30 & Hwy 11, Milton Freewater

We are submitting a claim for:
Three thousand two hundred ninety-two dollars (3,292.00)

This is for additional rental of 411.5' of concrete median barrier from 6/25/85 through 10/25/85 and from 10/25/85 through 2/25/86.

Enclosed please find a copy of invoice #1086 we submitted to G. D. DENNIS & SONS which was returned to us with a notation

from Dale Dennis and also a copy of our invoice #1118.

Thank you for your attention in this matter.

Sincerely,

Nicholas Storie

Nicholas Storie, Vice-President
BARRIER WEST

RECEIVED
FEB 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NS/tk

cc: ROSS BROS. CONSTRUCTION
G. D. DENNIS & SONS

2 encl.

BARRIER WEST
P. O. Box 12129
Portland, Oregon 97212
(503) 287-7166

RECEIVED
FEB 10 1986
COMMISSION SERVICES

No. 1086

G. D. DENNIS & SONS
25006 S.W. Gage Road
Wilsonville, Oregon 97070

SHIPPED TO

RIVER SIDE BRIDGE
CONTRACT # 9 8 7 5

INVOICE DATE	DATE SHIPPED	OUR ORDER NO.	YOUR ORDER NO.	TERMS	F.O.B.	SALESPERSON	SHIPPED VIA
10-23-85	Oct. '84	RA 1010		DUE			

QUANTITY ORDERED	QUANTITY SHIPPED	DESCRIPTION	PRICE	AMOUNT
411.5 LF	411.5 LF	41 PCS. TEMPORARY CONCRETE MEDIAN BARRIER	1.00/LF/MO.	$1,646.00
		EXTENDED RENTAL PERIOD 6/25/85 THRU 10/25/85		

We have no liability for this invoice.
Ross Bros. are in control.
If I were there, these items would
have been returned

Dale Dennis

FOLD HERE

FORM 14125 RAPIDFORMS INC. BELLMAWR, N.J. 08031

THANK YOU

BARRIER WEST
P. O. Box 12129
Portland, Oregon 97212
(503) 287-7166

RECEIVED
FEB [illegible] 1986

No. 1118

G. D. DENNIS & SONS
25006 S.W. Gage Road
Wilsonville, Oregon 97070

SHIPPED TO
RIVER SIDE BRIDGE
Contract # 9875

INVOICE DATE	DATE SHIPPED	OUR ORDER NO.	YOUR ORDER NO.	TERMS	F.O.B.	SALESPERSON	SHIPPED VIA
2-10-86	Oct.'84	RA 1010		DUE			

FOLD HERE

QUANTITY ORDERED	QUANTITY SHIPPED	DESCRIPTION	PRICE	AMOUNT
411.4'	411.5'	41 PCS. TEMPORARY CONCRETE MEDIAN BARRIER EXTENDED RENTAL PERIOD: 10/25/85 THROUGH 2/25/86	1.00/LF/MO.	$1,646.00

FORM 14125 RAPIDFORMS, INC. BELLMAWR, N.J. 08031

THANK YOU

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No. PRO 6-2

Date: March 7, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Reopen Project
Project No. F-19(4)
Umatilla River (Riverside) Bridge Section
Oregon-Washington Highway
Umatilla County

I request your approval to reopen the subject project for utility adjustment work which was included in the program. We inadvertently finaled the project based on only the preliminary engineering costs since considerable delay was experienced in receiving an acceptable estimate from the utility company. The estimate has now been forwarded to your office for approval and authorization.

CPL:me
cc: J. Cartwright
J. Peterson
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 6, 1986

In Reply Refer to
File No.

RECEIVED
STAT HWY ENGR
FEB 10 '86
REFER TO
FOR

Info	Issue	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

SUBJECT: Telephone Cable Facilities Relocation
Pacific Northwest Bell Telephone Company
Umatilla River (Riverside) Bridge Section
Oregon-Washington Highway
Umatilla County
P.E. Project No. F-19(4)

Here is a copy of a lump sum estimate of cost to adjust Pacific Northwest Bell Telephone Company's (PNB) buried telephone cable facilities dated January 27, 1986, and a sketch showing their proposed relocation.

A certification prepared by Thomas Carman as to PNB's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. PNB was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of transmission facilities.

Form 734-3122

There will be no betterment derived from the proposed adjustment of PNB's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work June 22, 1984 as of under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $14,777.05.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Tom Carman

CL 1986-0045
9875

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 27 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 21, 1986

In Reply Refer To
File No.:
CON 5 - 9875
10,001

Jo Von Concrete Pumping
Route 2, Box 2035
Hermiston, OR 97838

Attention: Lois Groves

This will acknowledge your letter dated December 20, 1985, filing claims against the following Highway Division contracts:

FILED BY:	Jo Von Concrete Pumping
AGAINST (Prime contractor)	Ross Bros. Construction, Inc.
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert W. Lagler
CONTRACT NO.:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'Xing, Oregon-Washington Highway, Umatilla County
AMOUNT:	$6,175.25
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
AMOUNT:	$4,793.50

NOTED ON CARD
5/16/86

NOTED ON CARD
5/21/86 CB

Total late charges for both contracts: $331.53 with total claim amount $11,300.28.

We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. North
Salem, OR 97303

Safeco Insurance Company
of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter

RECEIVED
JAN 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

12-20-85

Dear Bob,

Thank you for assisting in collecting from Ross Bro.

As I stated in our phone conversation my husband was killed in a construction accident Aug. 12th. My only means of income at present is accounts receivable.

I have seperated all three jobs, and have enclosed a statement sent Ross Bro. for balance owing plus late chg.

Thank you.

Sincerely,
Lois Groves

11,300.28 ok this amount

JO VON CONCRETE PUMPING
RT. 2 BOX 2035
HERMISTON, OR 97838
(503) 567-5796

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $ ____________

DATE	REFERENCE NUMBER	DETAIL	BALANCE FORWARD				BALANCE	
			CHARGE		CREDIT			
		C5110 9875	6175	25			6175	25
		Bridge # 16447	2463	00			8638	25
		Bridge # 16448	2330	50			10968	75
11-85		Late Chg	164	53			11,133	28
12-85		" "	167	00			11,300	28
		FINANCE CHARGE						

SAFEGUARD BUSINESS FORM NO. AR-7-2

The **FINANCE CHARGE** entered on the billing date is computed by a periodic rate of 1½% (or a min. of 50 cents on balances under $25) per month which is an **ANNUAL PERCENTAGE RATE OF** 18% applied to the previous balance before deducting credits, payments or adding purchases appearing on this statement. To avoid additional **FINANCE CHARGES** pay the "New Balance" before the billing date next month.

PAY LAST AMOUNT IN BALANCE COLUMN

JO VON CONCRETE PUMPING

```
  751 50
  391.00
  404 50
  538.00
  905.50
  776 25
  917 50
  388.00
  642.00
  461.00
6,175 25 T
```

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 4/22 19 85

ACCOUNT OF Ross Brothers

BILLING ADDRESS

JOB ADDRESS Pendelton 0450 9875

JOB PURCHASE ORDER NO.

Starting Time 8:00

OPERATOR Ron

Ending Time

Job Starting Time 9:00 [✓ a.m.] p.m.

Job Ending Time 3:30 a.m. [✓ p.m.]

Total Time 6 1/2 At Per Hour 87.00 565.50

Yards Pumped 62 At Per Yard 2.00 124.00

Mileage Starting 5[illegible]175

Ending 57206

Total 31 At Per Mile 2.00 62.00

Remarks

$751.50

[illegible]

~~[illegible]~~

RESPONSIBILITIES OF CUSTOMER:

- A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
- B. To provide for adequate scheduling of concrete delivery.
- C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
- D. To provide adequate notice of change of schedule to pumper.
- E. To provide hoisting of lines above third floor.
- F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

№ 2049

NO

Customer Signature

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 04/25 19 85

ACCOUNT OF Ross Brothers construction

BILLING ADDRESS

JOB ADDRESS 0450 bridge Pendelton. ORE

JOB PURCHASE ORDER NO.

Starting Time 9:30

OPERATOR Ron.

Ending Time

Job Starting Time 11:30 [✓ a.m.] p.m.

Job Ending Time 5:00 a.m. [✓ p.m.]

Total Time 5 1/2 At Per Hour 87.00 478.50

Yards Pumped ~~34~~ 35 At Per Yard 2.00 70.00

Mileage Starting

Ending

Total 30 At Per Mile 2.00 60.00

608.50

Remarks 2 1/2 hrs Lost [illegible] Due to [illegible] Mixer Down - 217.50

$391.00

Russell

RESPONSIBILITIES OF CUSTOMER:

- A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete for the designated pumping equipment.
- B. To provide for adequate scheduling of concrete delivery.
- C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
- D. To provide adequate notice of change of schedule to pumper.
- E. To provide hoisting of lines above third floor.
- F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

№ 2050

JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 4-29 19 85

ACCOUNT OF Ross Bros Cons't

BILLING ADDRESS

B ADDRESS OSHD 9875

JOB PURCHASE ORDER NO. 59-130-20-E

OPERATOR Von

Starting Time

Ending Time

Job Starting Time 12:00 a.m. p.m.

Job Ending Time 3:30 a.m. p.m.

Total Time $3\frac{1}{2}$

Yards Pumped 18

Mileage Starting

Ending

Total 32

At Per Hour 87^{00} 304^{50}

At Per Yard 2^{00} 36^{00}

At Per Mile 2^{00} 64^{00}

\$ 404^{50}

arks

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2034 Customer Signature

JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 06-3- 19 85

ACCOUNT OF Ross Brothers construction

BILLING ADDRESS Pendleton oregon

JOB ADDRESS OSHD 9875 RR Bridge

JOB PURCHASE ORDER NO.

OPERATOR Ron

Starting Time 8:30

Ending Time

Job Starting Time 9:30 [✓ a.m.] p.m.

Job Ending Time 1:30 a.m. [✓ p.m.]

Total Time 4 hrs

Yards Pumped 60

Mileage Starting

Ending

Total 35

At Per Hour 89^{00} 348^{00}

At Per Yard 2^{00} 120^{00}

At Per Mile 2:00 70^{00}

\$ 538^{00}

Remarks

Boompen / Bottom left, tip sec. Holding Valve.

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment

№ 2065

(RG)

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 06-14 19 85

ACCOUNT OF Ross Brother construction

BILLING ADDRESS

JOB ADDRESS Pendleton oregon

JOB PURCHASE ORDER NO.

Starting Time 12:00

OPERATOR Ron

Ending Time

Job Starting Time 1:30 ~~a.m.~~ [✓ p.m.]

Job Ending Time 8:00 a.m. p.m.

Total Time 7½ At Per Hour 87.00 = 652.50

Yards Pumped 96½ At Per Yard 2.00 193.00

Mileage Starting

Ending

Total 30 At Per Mile 2.00 60.00

Remarks 905.50

RESPONSIBILITIES OF CUSTOMER:

- A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
- B. To provide for adequate scheduling of concrete delivery.
- C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
- D. To provide adequate notice of change of schedule to pumper.
- E. To provide hoisting of lines above third floor.
- F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2070 Customer Signature Russell Ollette

7

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 7-03 19 85

ACCOUNT OF Ross Brothers const.

BILLING ADDRESS

JOB ADDRESS Pendelton oregon

JOB PURCHASE ORDER NO.

Starting Time

OPERATOR Ron

Ending Time

Job Starting Time 7:30 [✓ a.m.] p.m.

Job Ending Time 2:00 a.m. [✓ p.m.]

Total Time 6½ At Per Hour 87.00 565

Yards Pumped 146 At Per Yard 2.00 292

Mileage Starting [illegible]

Ending

Total 30 At Per Mile 2.00 60

Remarks $917.5

RESPONSIBILITIES OF CUSTOMER:

- A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
- B. To provide for adequate scheduling of concrete delivery.
- C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
- D. To provide adequate notice of change of schedule to pumper.
- E. To provide hoisting of lines above third floor.
- F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

№ 2086 Russell Ollette

JO·VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 7/25 1958

ACCOUNT OF Ross Brothers

BILLING ADDRESS

JOB ADDRESS Pendelton Oregon

JOB PURCHASE ORDER NO.

Starting Time

OPERATOR Ron

Ending Time

Job Starting Time 7:00 [✓ a.m.] p.m.

Job Ending Time 1:00 a.m. [✓ p.m.]

Total Time 6

At Per Hour 87.00 522.00

Yards Pumped 30

At Per Yard 2.00 60.00

Mileage Starting

Ending

Total 30

At Per Mile 2.00 60.00

$642.00

Remarks

2½ hr. Break Down

Russell Ouellette

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2115 Customer Signature

JO·VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE July 26 1985

ACCOUNT OF Ross Bros Constr Co Inc

BILLING ADDRESS

JOB ADDRESS OSHQ 9875 Pendleton Or

JOB PURCHASE ORDER NO.

Starting Time 8:30 am

OPERATOR Ron

Ending Time

Job Starting Time 8:30 a.m. ~~p.m.~~

Job Ending Time 12:30 ~~a.m.~~ p.m.

Total Time 4

At Per Hour 87.00 348.00

Yards Pumped 20

At Per Yard 2.00 40.00

Mileage Starting 498.0

Ending 532.5

Total 30

At Per Mile 2.00

Remarks Concrete on this project not pumpable (all Rock) Ron. $388.00

Pump with 5" ally still not good.

(no one on Job.)

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2108 Customer Signature

JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE June 27 1985

ACCOUNT OF Ross Bros. Const Inc.

BILLING ADDRESS

JOB ADDRESS Riverside OSHD 9875

JOB PURCHASE ORDER NO.

Starting Time 10.30 Am

OPERATOR Ross

Ending Time 4:15 pm

Job Starting Time 1030 a.m. ~~p.m.~~

Job Ending Time 4:15 ~~a.m.~~ p.m.

Total Time 5 3/4

At Per Hour 87.00 500.25

Yards Pumped 104

At Per Yard 200 208.00

Mileage Starting 258.9

Ending 293.3

Total

At Per Mile 200 68.00

Remarks

776.25

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2103 Customer Signature Russell Ouellette

JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 8 - 2 1985

ACCOUNT OF Ross Bro -

BILLING ADDRESS

JOB ADDRESS Pendelton

JOB PURCHASE ORDER NO.

Starting Time

OPERATOR Von

Ending Time

Job Starting Time 9:30 a.m. p.m.

Job Ending Time 1:30 a.m. p.m.

Total Time 4

At Per Hour 87.00 348

Yards Pumped 26 1/2

At Per Yard 2.00 53

Mileage Starting

Ending

Total 30 ?

At Per Mile 2.00 60

$461.00

Remarks

Russell Ouellette

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2117 Customer Signature

```
 493.50
 392.50
 481.50
 344.50
 618.50
233050 T
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JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 7-3 1985

ACCOUNT OF Ross Bro-

BILLING ADDRESS

JOB ADDRESS Bridge rd.

JOB PURCHASE ORDER NO. Bridge #16448 CO 10001

OPERATOR Von

Starting Time

Ending Time

Job Starting Time	11:30	a.m. p.m.		
Job Ending Time	4:00	a.m. p.m.		
Total Time	4 1/2	At Per Hour	87^{00}	391^{50}
Yards Pumped	57	At Per Yard	2	102^{00}
Mileage Starting				
Ending				
Total		At Per Mile	—	

Remarks ~~493^{50}~~

493^{50}

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2110 Customer Signature

JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 7-16 1985

ACCOUNT OF Ross Brothers

BILLING ADDRESS

JOB ADDRESS Bridge Rd.

JOB PURCHASE ORDER NO. Bridge #16448 CO 10001

OPERATOR Ron

Starting Time 6:00

Ending Time

Job Starting Time	6:30	[✓ a.m.] p.m.		
Job Ending Time	10:00	a.m. [✓ p.m.]		
Total Time	3 1/2 [redacted]	At Per Hour	87.00	304^{50}
Yards Pumped	44	At Per Yard	2^{00}	88^{00}
Mileage Starting				
Ending				
Total		At Per Mile	2^{00}	

Remarks [redacted]

~~426^{00}~~

392.50

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2120 Customer Signature

JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 7 - 23 19 85

ACCOUNT OF Ross Bro

LING ADDRESS

JB ADDRESS Bridge Rd.

JOB PURCHASE ORDER NO. Bridge #16448 CO 10001

Starting Time

OPERATOR Von

Ending Time

Job Starting Time 11:00 a.m. p.m.

Job Ending Time 330 ½ Clean a.m. p.m.

Total Time 4½

At Per Hour 87^{00} 391^{50}

Yards Pumped 45

At Per Yard 90^{00}

Mileage Starting

Ending

Total —

At Per Mile

narks

481^{50}

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2113 Customer Signature Mike [illegible]

JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 8 - 5 19 85

ACCOUNT OF Ross Bro-

BILLING ADDRESS

JOB ADDRESS Bridge rd.

JOB PURCHASE ORDER NO. Bridge #16448 CO1001

Starting Time

OPERATOR Von

Ending Time

Job Starting Time 9:00 a.m. p.m

Job Ending Time 11:30 a.m p.m.

Total Time 3½

At Per Hour 87^{00} 304^{50}

Yards Pumped 20

At Per Yard 2^{00} 40^{00}

Mileage Starting

Ending

Total

At Per Mile 2^{00}

344^{50}

Remarks Job Tickets

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2119 Customer Signature Don Edmondson

JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 8 - 9 1985

ACCOUNT OF Ross Bro.

BILLING ADDRESS

JOB ADDRESS Bridge rd.

JOB PURCHASE ORDER NO. Bridge #16448 C010001

OPERATOR	Von	Starting Time	
		Ending Time	
Job Starting Time	7:30	a.m. p.m.	
Job Ending Time	1:00	a.m. p.m.	
Total Time	5½	At Per Hour 87	$478.50
Yards Pumped	70	At Per Yard 2.00	140.00
Mileage Starting			
Ending			
Total		At Per Mile	$618.50

Remarks

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2151 Customer Signature Mike Drew

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 456.00
 448.50
 801.00
 757.50
2463.00 T
```

JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 06/13 / 1985

ACCOUNT OF Ross Brothers construction

BILLING ADDRESS

JOB ADDRESS Bridges over Power line Rd

Hermiston Ore.

J PURCHASE ORDER NO. Bridge #16447 CO 10001

Starting Time 8:30

OPERATOR Ron

Ending Time

Job Starting Time 9:30 [✓ a.m.] p.m.

Job Ending Time 1:30 a.m. [✓ p.m.]

Total Time 4

Yards Pumped 54

Mileage Starting 0

Ending

Total In town

At Per Hour 87.00 348.0

At Per Yard 2.00 108.0

At Per Mile 0

456.00

Remarks

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.

B. To provide for adequate scheduling of concrete delivery.

C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.

D. To provide adequate notice of change of schedule to pumper.

E. To provide hoisting of lines above third floor.

F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2069

Customer Signature Mike G Brown

JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 6 – 14 1985

ACCOUNT OF Ross Bro.

BILLING ADDRESS

JOB ADDRESS Power Line Rd.

JOB PURCHASE ORDER NO. CO 10001

Bridge # 16447

Starting Time

OPERATOR Von

Ending Time

Job Starting Time 11:30 a.m. p.m.

Job Ending Time 3:00 a.m. p.m.

Total Time 3 1/2

Yards Pumped 72

Mileage Starting 50773

Ending

Total

At Per Hour 87.00 = 304.5

At Per Yard 2.00 144.0

448.5

At Per Mile

Remarks

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.

B. To provide for adequate scheduling of concrete delivery.

C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.

D. To provide adequate notice of change of schedule to pumper.

E. To provide hoisting of lines above third floor.

F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2093

Customer Signature Mike G Brown

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 7-2 1985

ACCOUNT OF Ross Bro

BILLING ADDRESS

JOB ADDRESS Power Line

JOB PURCHASE ORDER NO. Bridge #16447 CO10001

OPERATOR Von

Starting Time

Ending Time

Job Starting Time 11:15 a.m. p.m.

Job Ending Time 6:15 a.m. p.m.

Total Time 7 At Per Hour 87 609^{00}

Yards Pumped 96 At Per Yard 2 192^{00}

Mileage Starting

Ending

Total At Per Mile

801^{00}

Remarks

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.

B. To provide for adequate scheduling of concrete delivery.

C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.

D. To provide adequate notice of change of schedule to pumper.

E. To provide hoisting of lines above third floor.

F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2066 Customer Signature Larry

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 8-1 1985

ACCOUNT OF Ross Bro

BILLING ADDRESS

JOB ADDRESS Power Line

JOB PURCHASE ORDER NO. Bridge #16447 CO1001

OPERATOR Von

Starting Time

Ending Time

Job Starting Time 6:30 a.m. p.m.

Job Ending Time 1:00 a.m. p.m.

Total Time 6 1/2 At Per Hour 87^{00} 565^{50}

Yards Pumped 96 At Per Yard 2^{00} 192^{00}

Mileage Starting

Ending

Total At Per Mile

$\$757^{50}$

Remarks

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.

B. To provide for adequate scheduling of concrete delivery.

C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.

D. To provide adequate notice of change of schedule to pumper.

E. To provide hoisting of lines above third floor.

F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2116 Customer Signature

9 8 7 5

bi cc: OSHD (Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 7	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
T. Penner, Project Manager and W. Richards, Region 5 Construction Engineer, OSHD.

DATE OF INSPECTION 1-8-86	INSPECTION MADE BY David B. Carter, Area Engineer	PROJECT NO. FFR-BRF-19(7)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 81 %	WORK COMPLETED 65 %

UMATILLA RIVER (RIVERSIDE) BRIDGE & UPRR X'ING SECTION
OREGON-WASHINGTON HIGHWAY
Grading, Paving, Structures, Signing & Illumination

Work Completed

Railroad Bridge (4696-A) - The railroad has been shifted to the new alignment and trains are using the new structure. This structure is considered to be approximately 80% complete.

Riverside Bridge (4697-A) - Stage 1 abutment No. 3 and pier No. 2 poured. Excavation has started for abutment No. 1. This structure is considered to be approximately 10% complete.

Oregon-Washington Highway - Stage 1 paving complete.

Work in Progress

Excavating for abutment No. 1 of the Riverside Bridge.

Comments

The Project Manager has requested a new work schedule from the contractor. The progress of the work has been listed as unsatifactory on this report as the completed work lags the elapsed time by a significant amount. It appears that the contractor will have to begin an accelerated work schedule to complete the work within the contract time.

Railroad Bridge

Two recent gouges were observed in the bottom flange of the streamside girder. It appears that these gouges may have occurred with the demolition of the old railroad bridge or excavation at abutment No. 1. The damage caused by these gouges in the tension flange will have to be repaired.

Concrete finishing work remains at both abutments.

1/23

W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 23 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form **FHWA-1446A**
(Rev. 2-84)

*U.S. GPO: 1985-466-568

The railroad has not completed the placement of the ballast material on the structure. This has left the asphalt panel exposed on the streamside of the structure. The plans also indicate that the asphalt panel is to be lodged under a keeper at the top of the bulkhead. The panels are not lodged under the keeper, and so, some work will be necessary to complete this item.

Some discussion has occurred regarding the sand blasting of the interior sides of the structured steel in those areas which are located above the railroad ballast. The railroad is concerned that the sand blast material may contaminate the rock ballast. This item has not yet been resolved.

Riverside Bridge

The excavation at abutment No. 1 is progressing satisfactorily. The material is rock.

Retaining wall "B" (Br. No. 16737) - The east end piece on this wall has exhibited some rotational movement in the long direction of the wall. The movement at the top of the wall when observed in September was approximately 1/2 inch. The movement is now well over an inch. The contractor placed a partial fill so that this end section could be poured. Apparently the fill (gravel) was not compacted sufficiently. The remainder of this fill (to the top of wall "E") has since been placed. The condition at this location will be corrected.

- DBC -

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-BRF-19(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Umatilla
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80274
6. TO

Mr. L. W. Rulien

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 27, 1985
8. FEDERAL ROUTE NUMBER FAP 19
9. STATE ROUTE NUMBER 8
10. GENERAL LOCATION:
Umatilla River (Riverside) BR & UPRR X'ing Section
11. GENERAL DESCRIPTION OF WORK
Temporary and permanent pavement striping
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6-27-85 as requested in Mr. Fredrickson's letter of 12-16-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $2,000; Federal Funds $1,763.

RECEIVED
STAT. HWY ENGR
JAN 2 '86
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to
1/2

14. DATE 12/30/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9875.

N

CITY OF PENDLETON

Office of City Attorney
P.O. Box 190 • 34 S.E. Dorion Avenue
Pendleton, Oregon 97801
Telephone (503) 276-1811

November 13, 1985
CERTIFIED MAIL

#9875

Ross Brothers Construction, Inc.
3501 Brooklake Road N.
Salem, Oregon 97303

K L & K Associates
4147 S. E. Division
P. O. Box 06030
Portland, Oregon 97206

Agent Robert W. Lagler
Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, Oregon 97034

RE: Damage to City of Pendleton Sewerline of June 25, 1985
Mr. Odman, Public Works Director and Acting City Manager, letter of July 1, 1985
My letter of July 25, 1985
Department of Transportation letter dated September 30, 1985
City Council Action of November 5, 1985

Gentlemen:

At the City Council meeting of November 5, 1895, the City Council considered the above claim.

They made the following decision:

1. Authorize the City Attorney to initiate legal proceedings against parties causing damage to the City of Pendleton's sewerlines and waterlines.

2. Disqualify Ross Brothers Construction, Inc., and Wildhorse Contracting from further bidding on City of Pendleton projects pursuant to Ordinance No. 2872.

Section 7 of our existing Local Contract Review Ordinance provides as follows:

> "A. The public contracting officer may disqualify any person as a bidder on a contract if:
> (1) The person does not have sufficient financial ability to perform the contract. Evidence that the person can acquire a surety bond in the amount and type required shall be sufficient to establish financial qualification, and failure to promptly supply such information shall be sufficient grounds for disqualification;

RECEIVED
NOV 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.

(2) The person does not have equipment available to perform the contract;
(3) The person does not have personnel of sufficient experience to perform the contract; or
(4) The person has repeatedly breached contractual obligations to public and private contracting agencies. (emphasis added.)

You are hereby notified by certified mail of your disqualification.

Unless payment is received by the City in return mail I will begin litigation.

Very truly yours,

Rudy M. Murgo
City Attorney

rmm/sg
cc: Jon S. Nelson, City Manager
Gerald L. Odman, Public Works Director
Department of Transportation,
Attention: Robert W. Gormsen, Commission Services
Department of Environmental Quality, Brett McKnight
Oregon State Highway Division, Tom Penner, Bob Hector
Jill Turner, City Recorder
dictated: November 7, 1985

CITY OF PENDLETON

Office of City Attorney
P.O. Box 190 • 34 S.E. Dorion Avenue
Pendleton, Oregon 97801
Telephone (503) 276-1811

October 16, 1985

CERTIFIED MAIL

#9875

Ross Brothers Construction, Inc.
3501 Brooklake Road N.
Salem, Oregon 97303

K L & K Associates
4147 S. E. Division
P. O. Box 06030
Portland, Oregon 97206

Agent Robert W. Lagler
Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, Oregon 97034

RE: Damage to City of Pendleton Sewerline of June 25, 1985
Mr. Odman, Public Works Director and Acting City Manager, letter of July 1, 1985 (copy enclosed)
My letter of July 25, 1985 (copy enclosed)
Department of Transportation letter dated September 30, 1985 (copy enclosed)

Gentlemen:

Enclosed are photocopies of the above letters. In each, request is made for payment to the City of Pendleton in the sum of Six Thousand One Hundred Fifty and 30/100 ($6,150.30) Dollars. As indicated in my letter of July 25, 1985, and as indicated in Mr. Gormsen's letter from the Department of Transportation of September 30, 1985, my clients still have not received any payment.

Unfortunately, no progress seems to be being made by you with respect to this damage which the City of Pendleton has suffered as a direct and proximate cause of your action.

Therefore, unless satisfactory arrangements have been made with my client by October 31, 1985, I will present this matter for the City Council for their consideration on November 5, 1985. Obviously, litigation against you is one possibility together with the possibility of requesting the State of Oregon to take other contractural remedies under the public contracting law. Hopefully, this matter can be resolved peacefully and soon.

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.
claim filed 9-16-85

Very truly yours,

Rudy M. Murgo
City Attorney

rmm/sg
enclosures
cc: Gerald L. Odman, Public Works Director/City Manager pro tem
Jill Turner, City Recorder
Robert W. Gormsen, Commission Services, Department of Transportation
Tom Penner, Oregon State Highway Division
Bob Hector, Oregon State Highway Division
dictated: October 7, 1985

9715

N

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-BRF-19(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80274

6. TO

10-8-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
OCT 9 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE March 26, 1985

8. FEDERAL ROUTE NUMBER FAP 19

9. STATE ROUTE NUMBER 8

10. GENERAL LOCATION:
Umatilla River (Riverside) BR & UPRR Xing Section

11. GENERAL DESCRIPTION OF WORK
Drill & shoot subgrade area to place water, gas, and drain pipe

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3-26-85 as requested in Mr. Fredrickson's letter of 9-23-85 as being cost effective for the use of Utility forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,620; Federal Funds $1.296.

14. DATE 10/8/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9875 CL 1985-0169

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 8 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 30, 1985

CON 5
#9875

IN REPLY REFER TO FILE NO.:

City of Pendleton
Public Works Department
P.O. Box 190
Pendleton, OR 97801

Attn: Gerald L. Odman
City Manager Pro Tem

This will acknowledge your letter of September 16, 1985, filing a claim against the following Highway Division contract:

FILED BY:	City of Pendleton
AMOUNT:	$6,006.70
FOR:	Labor and materials
AGAINST (Prime contractor):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR Undercrossing Section, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert W. Lagler

NOTED ON CARD
11-12-85 ac

COPY

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

B-110-RIV/STRE7
September 16, 1985

137-40-045
EXHIBIT A

TO: Bob Gourmsen
Commission Services
State of Oregon
Rm 121, Transportation Bldg.
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, City of Pendleton, a municipal corporation, claimant, has a claim for labor and materials supplied by the claimant for damages caused to City facilities in the sum of $6,006.70 as of September 1, 1985 against the bond taken from Ross Brothers Construction, as principal, and KL & K Associates, as surety, for the construction of the Riverside Bridge Contract #9875, said contract by and between the Oregon State Highway Division, as Agent of the State, and Ross Brothers Construction, as Contractor.

DATED this 16th day of September, 1985.

CITY OF PENDLETON

By
Gerald L. Odman
City Manager Pro Tem

RECEIVED
SEP 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INCORPORATED 1880

CITY OF PENDLETON

Public Works Department
P.O. Box 190 • 34 S.E. Dorion Avenue
Pendleton, Oregon 97801
Telephone (503) 276-1811

August 23, 1985
B-110-RIV/1-STRE7

Mr. Tom Penner
Oregon State Highway Division
104 S. E. 12th Street
Pendleton, OR 97801

Dear Tom:

Re: Damages to City facilities by your Highway 11 Bridge Contractor:

I recently sent you a copy of a letter dated August 22, 1985 indicating the amount of the subject damages is $6,006.70. To date these damages have not been paid. It appears that we have two alternatives.

1. Payment to the City could be arranged by OSHD through your contractural relationship with the bridge Contractor.
2. The City can seek damages through litigation.

Please advise me of Oregon State Highway's intentions in this matter as soon as possible.

Sincerely,

Gerald L. Odman, P.W.D.
City Manager Pro Tem

GLO:mah

c. Rudy M. Murgo, City Attorney
David G. Lorenzen, City Engineer
Ross Brothers Construction
KL & K Associates
Wildhorse Contracting
Bob Hector, OSHD

RECEIVED
SEP 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

....Home of the World Famous Pendleton Round-Up....

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 2[illegible] 198[illegible]
CITY OF PENDLETON

April 9, 1985

IN REPLY REFER TO FILE NO.:
CON 4

TO: INTERESTED PERSONS

FROM: Robert W. Gormsen, Manager
Commission Services

SUBJECT: Filing a Claim for Payment Against a Contractor's Bond

Oregon law allows any person to file a claim against a contractor by preparing a claim letter and submitting it to Robert W. Gormsen, Commission Services, Room 121, Transportation Building, Salem, OR 97310.

The claim letter should contain the Highway contract number, a description of the work performed or material delivered, the amount due and the name and address of the person (usually a subcontractor or supplier) making the claim.

When the claim letter is received in Salem, the Salem office will officially file the claim with the Secretary of State and send copies of that filing to the prime contractor and to the surety who prepared the bond.

There is no charge for the service and no attorney is required.

The Commission Services phone number is 378-6526.

RWG:kjm

cc: All Region, District and Project Managers

RECEIVED
SEP 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
APR 19 198[illegible]
☐RE ☒ARE

731-0146

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
PENDLETON, OREGON 97801

Septmeber [illegible], 1985

FILE:

RECEIVED
SEP 0 9 1985
CITY OF PENDLETON

FROM: Thomas A. Penner
Project Manager

SUBJECT: Riverside Br.
Contract #9875

TO: Bob Gourmsen
Commision Services

Attn: Bob

The city of Pendleton has requested we send this letter to you regarding the collection of payment for damages on the subject project.

The damage claim is attached.

Would you please start the proceedings as outlined in your letter of April 9, 1985.

If you need any more information, please give this office a call.

Thank you,

Thomas A. Penner
Project Manager

cc: Construction
Region
Ross Bros.
City of Pendleton
File

TP:jh

RECEIVED
SEP 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INCORPORATED 1880

CITY OF PENDLETON

Public Works Department
P.O. Box 190 • 34 S.E. Dorion Avenue
Pendleton, Oregon 97801
Telephone (503) 276-1811

August 22, 1985
B-110-RIV/1-STRE7

Mr. Morris O. McCormmach
Wildhorse Contracting
116 South Main Street
Pendleton, OR 97801

Dear Mr. McCormmach:

Re: Highway 11 Bridge Project at Umatilla River (your letter dated July 20, 1985):

Your referenced letter makes certain claims against the City of Pendleton totalling $6,160.00. We have investigated these claims and found them to be in error and unjustified. I have enclosed a copy of an interdepartmental memo from our City Engineer detailing the specifics of our investigation. Your claim is therefore rejected.

Billings against Wildhorse for damages to city facilities are $6,151.30. Payments and credits to date are $233.37. Interest charges calculated @ 1½% per month are $88.77. Total billing as of September 1, 1985 is $6,006.70.

Sincerely,

Gerald L. Odman
Public Works Director

GLO:mah

c. Rudy M. Murgo, City Attorney
David G. Lorenzen, City Engineer
Tom Penner, OSHD
Ross Brothers
KL & K Associates

RECEIVED
SEP 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

....*Home of the World Famous Pendleton Round-Up*....

9875 CL 1985-0150

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 30 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 24, 1985

CON 5
#9875

IN REPLY REFER TO
FILE NO.:

Stoel, Rives, Boley, Fraser & Wyse
Attorneys at Law
900 S.W. Fifth Avenue
Portland, OR 97204-1268

Attn: Guy A. Randles

This will acknowledge your Notice of September 10, 1985, filed on behalf of G. D. Dennis & Sons, Inc., against the following Highway Division contract:

FILED BY:	G. D. Dennis & Sons, Inc.
AMOUNT:	$129,362.98
FOR:	Services & materials
AGAINST (Prime contractor):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR Undercrossing, Oregon-Washington Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-12-85 ac

STOEL, RIVES, BOLEY, FRASER & WYSE
ATTORNEYS AT LAW

WASHINGTON COUNTY OFFICE
ONE LINCOLN CENTER, SUITE 400
10300 S W GREENBURG ROAD
TIGARD, OREGON 97223-5407
(503) 220-1441

900 S W FIFTH AVENUE, SUITE 2300
PORTLAND, OREGON 97204-1268

TELEPHONE (503) 224-3380
TELECOPIER (503) 220-2480
CABLE LAWPORT
TELEX 703455

DISTRICT OF COLUMBIA OFFICE
1730 M STREET, N.W. SUITE 900
WASHINGTON, D.C. 20036-4505
(202) 955-4555

September 10, 1985

TO: State of Oregon Highway Division, Department of Transportation; Secretary of State

NOTICE IS HEREBY GIVEN that G. D. Dennis & Sons, Inc., an Oregon corporation, has a claim for services and materials in the sum of $129,362.98 against the bond taken by Ross Bros. Construction, Inc., as principal, and Safeco Insurance Company of America, Inc., a Washington corporation, for work performed by it on Oregon State Highway Division Contract #9875, the Umatilla River Bridge and U.P.R.R. Crossing Project.

G. A. Randles

Guy A. Randles
Attorney for G. D. Dennis & Sons, Inc.

cc: Mr. Thomas Dulcich
Ross Bros. Construction (via certified mail)
Safeco Insurance Company (via certified mail)

RECEIVED
SEP 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9875

N

STATE OF OREGON **INTEROFFICE MEMO**

TO: John R. McCulloch, Jr.
Chief Trial Counsel

DATE: September 16, 1985

FROM: Robert A. Petersen
Assistant Attorney General

SUBJECT: Hadden v. State and Ross Bros. Const. Co.
Umatilla Cir. Ct. No. CV 85-566
File No. 125-073-L21070

NOTED
E. S. HUNTER

CLOSING REPORT

The above-entitled matter may be closed except for occasional monitoring that may be required by Risk Management concerning the progress of this claim. Defense was tendered by Mike McCarty at Risk Management and eventually accepted by the insured of Ross Bros. Construction Co. Prior to acceptance of the claim, legal time was generated because of the refusal of Roy Kilpatrick to grant an extension of time unless "we would file an answer" (as opposed to filing a motion against his Complaint that was inarticulate and violated most of the Oregon Rules of Civil Procedure).

I had requested Bob Hensel to investigate some of the allegations and gather background data because he was scheduled to make a trip to Pendleton. This information, along with pictures, contract documents, inspector's daily reports and diary, were forwarded to Mr. Robert Franz, Jr., the attorney who accepted the tender of defense.

cg
cc: DAVE FROHNMAYER
WILLIAM F. GARY
General Counsel
Mike McCarty/Risk Management
E.S. Hunter

RECEIVED
STATE HWY ENGR
SEP 17 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

7775

N

KILPATRICKS & POPE
LAWYERS

BOX A
MT. VERNON, OREGON 97865
(503) 932-4455

ROY KILPATRICK
HOME PHONE: 932-4652

MIKE KILPATRICK
HOME PHONE: 932-4767

MILO POPE
HOME PHONE: 932-4683

KATHERINE J. EISMANN
CHARLOTTE BLANK
HELEN B. SAUNDERS
JODY BAGETT
Legal Assistants

September 12, 1985

Department of Transportation
ATTN: Robert Gormsen
121 Transportation Building
SALEM OR 97310

RIVERSIDE BRIDGE CONSTRUCTION - Pendleton, OR
Our File: Hadden v Ross Bros. and State of Oregon

In accordance with my telephone conversation today with Fran in your office, I enclose copies of pages 7, 8, 9, and 11 of the signatures from our copy of the contract of the above.

Robin

Robin Overton
Secretary

NOTED
FRAN NEAVOLL

RECEIVED
SEP 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

pay to the said contractor the amount earned, as determined from the actual quantities of work performed and the prices and other bases of payment specified, and taking into consideration any amounts that may be deductible under the terms of the contract, and to make such payments in the manner and at the times provided in the applicable Standard Specifications or special provisions.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their respective official seals as of the date first above written.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on JUL 31 1984 by CHAIRMAN ANTHONY YTURRI, which approval is on file in the Commission records. The delegation order also authorized the State Highway Engineer to execute the contract on behalf of the Commission.

APPROVED AS TO FORM ONLY

....
Chief Counsel

....
State Highway Engineer

Ross Bros. Construction, Inc.
Contractor

By ....

By ....

....
Contractor

By ....

By ....

Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS: That we
Ross Bros. Construction, Inc., an Oregon corporation, by and through its corporate officials doing business at 3501 Brooklake Road North, Salem, Oregon 97303
as principal, and

Safeco Insurance Company of America

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of
Two Million Six Hundred Fifty-Three Thousand Three Hundred Thirty Dollars and Forty Cents ($2,653,330.40)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the Oregon Transportation Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Accident Insurance Fund and the State

Unemployment Compensation Trust Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the Revenue Department; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its Transportation Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Transportation Commission, be obligated for the payment thereof.

Witness our hands this 8th day of August, 1984

Ross Bros. Construction, Inc.
Principal

By

By

Principal

By

By

Safeco Insurance Company of America
Surety

By Judy Hiltenbrand
Attorney in Fact Judy Hiltenbrand

By Robert W Lagler
Agent Robert W. Lagler

TELEPHONIC APPROVAL AS TO AUTHORITY
OF ATTORNEY-IN-FACT FOR SURETY CO.
GIVEN BY: Diane Koenig
INSURANCE DIV., DEPT. OF COMMERCE
VERIFIED: J. Neavall DATE 8/10/84
DEPARTMENT OF TRANSPORTATION

OREGON TRANSPORTATION COMMISSION

Certification of Workers Compensation Coverage

The Contractor for the purposes of this contract hereby certifies that he has Oregon Workers Compensation coverage for all his employees either as a:

1) ☒ Contributing employer (State Accident Insurance Fund Corp. - SAIF)

ID number 264602-102 or a

2) ☐ Direct responsibility employer

ID or policy number ______________________

______________________ or

3) ☐ that he is an independent contractor and will perform all work under this contract without the assistance of others.

Dated August 6 1984

Ross Bros Construction Inc.
Contractor

By ______________________

If the Contractor checks box No. 3 the Contractor and the Division must jointly sign and file with the State Accident Insurance Fund a disclaimer so stating.

9875

N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
PENDLETON, OREGON 97801
Septmeber 6, 1985
10,

FILE:

FROM: Thomas A. Penner
Project Manager

SUBJECT: Riverside Br.
Contract #9875

TO: Bob Gourmsen
Commision Services

Attn: Bob

The city of Pendleton has requested we send this letter to you regarding the collection of payment for damages on the subject project.

The damage claim is attached.

Would you please start the proceedings as outlined in your letter of April 9, 1985.

If you need any more information, please give this office a call.

Thank you,

Thomas A. Penner
Project Manager

cc: Construction
Region
Ross Bros.
City of Pendleton
File

TP:jh

9/10/85
Ron Kleinschmidt was in & said this is not a labor/matl claim but a damage claim against the bond & State not involved - Jackmond would handle this or call us if we needed to do anything.
Fran

RECEIVED
SEP - 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CITY OF PENDLETON

Public Works Department
P.O. Box 190 • 34 S.E. Dorion Avenue
Pendleton, Oregon 97801
Telephone (503) 276-1811

July 1, 1985
B-110/RIV/1-SEWER3

Ross Brothers Construction
3501 Brooklake Road N.
Salem OR 97303

Gentlemen:

Re: Damage to City Sewerline 6/25/85:

Enclosed is a billing for the subject damage. Also enclosed are copies of past billings. A tabulation of enclosed billings follows:

1.	Invoice #3187	$2,321.03
2.	Invoice #3199	3,784.40
3.	Invoice #3200	45.87
	Total	$6,151.30

All of these charges result from actions of your excavation contractor.

This latest incident again involved your excavation contractor. A manhole on the Mission sewerline was completely filled with dirt, rock and debris. This effectively shut down the 12" sewer trunkline serving approximately 1500 people. Sewage backed up in the street and over flowed at various trailer parks and residences. Apparently the damage was done at approximately 3:00 p.m., on June 25, 1985. The City was not notified until residents began calling about 5:30 p.m., to complain of sewage backing up and running on the ground. To alleviate sewage backing up into residences City Crews pumped the sewage to the Umatilla River via a storm drain from approximately 8:00 p.m., to 2:00 a.m. Repairs were completed at approximately 2:30 a.m., on June 26, 1985.

I anticipate that several claims will be made regarding this matter. Please be advised that all claims received by the City of Pendleton will be referred to your insurance company, KL & K Associates, Portland.

This latest damage to city facilities shows gross negligence. To completely fill an 8' deep manhole with construction debris, shutting off sewage service to 1500 people without notifying the appropriate agency, is unexcusable. I will be recommending that appropriate action be taken by Oregon State Highway Division, Department of Environmental Quality and the City of Pendleton regarding this matter.

Meanwhile, all enclosed billings must be taken care of prior to July 15, 1985.

Sincerely,

Gerald L. Odman
Public Works Director

GLO:mah

c. C. David Crumpton, City Manager
Rudy M. Murgo, City Attorney
DEQ, Brett McKnight
OSHD, Tom Penner, Bob Hector
KL & K & Associates
P.O. Box 06030, 4147 S. E. Division
Portland, OR 97206

RECEIVED
SEP -9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CITY OF PENDLETON

STATEMENT

THE CITY OF PENDLETON

PENDLETON, OREGON

OFFICE OF THE CITY RECORDER

4/30/85

Nº 3187

Wildhorse Construction
3601 Brooklake Rd. N.
Salem, OR 97303

Charges itemized per attached statements .

3/18/85	$ 57.07
4/8/85	1533.53
4/12/85	416.12
4/16/85	314.31
Total Due	$2321.03

RECEIVABLE CODE 610-10140

REVENUE CODE

LARSON PRINT. - PENDLETON

RECEIVED
SEP -9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

THE CITY OF PENDLETON

PENDLETON, OREGON

OFFICE OF THE CITY RECORDER

6/28/85

№ 3199

Ross Bros. Construction
3501 Brook Lake Rd. N.
Salem, OR 97303

Charges itemized per attached statements.

6/3/85	$ 410.63
6/7/85	179.77
6/10/85	141.45
6/11/85	436.80
6/18/85	93.60
6/20/85	439.15
6/25/85	2083.00
TOTAL DUE	$3784.40

RECEIVABLE CODE 210-10140

REVENUE CODE 610-10140
71-10140

LARSON PRINT. - PENDLETON

RECEIVED
SEP - 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

THE CITY OF PENDLETON

PENDLETON, OREGON

OFFICE OF THE CITY RECORDER

6/28/85

№ 3200

Ross Bros. Construction

Charges itemized per attached statement.

Total Due $45.87

RECEIVABLE CODE 610-10140

REVENUE CODE

LARSON PRINT. - PENDLETON

RECEIVED
SEP - 9 1985
COMMISSION • SERVICES
DEPARTMENT OF TRANSPORTATION

jc cc: OSHD (Hunter)

U.S. Department of Transportation
Federal Highway Administration

STATE COPY INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 6	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH: T. Penner, Project Manager and W. Richard, Reg 5 Const Engr; OSHD

DATE OF INSPECTION August 20, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. FFR-BRF-19(7)

QUALITY OF WORK SEE BELOW	PROGRESS OF WORK Satisfactory	TIME ELAPSED 59 %	WORK COMPLETED 60 %

UMATILLA RIVER (RIVERSIDE) BRIDGE & UPRR X'ING SECTION
OREGON - WASHINGTON HIGHWAY
Grading, Paving, Structures, Signing & Illumination

RECEIVED
STATE HWY ENGR
SEP - 4 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ay
9/5

WORK COMPLETED

Railroad Bridge - Both abutments poured and the steel super structure is in place.

Riverside Bridge - Stage I abutment No. 3 and Pier No. 2 poured.

Roadway - Columbia River Highway paving, sidewalk and curbs nearly complete.

Oregon - Washington Hwy - Stage I paving, sidewalk and curbs nearly complete. Traffic has now been switched to the east side of the highway onto the new construction.

NOTED
W. E. SCHWARTZ

WORK IN PROGRESS

Concrete finishing in progress on Bent No. 1 of the railroad structure. Working on storm sewers, catch basins and base rock on Stage II on the Oregon-Washington Highway north of the Umatilla River.

COMMENTS

Inspection Report No. 5 detailed problems which were encountered with the Bent No. 1 abutment wall of the railroad structure regarding the extensive rock pockets and "honey combing" of the concrete. Other marginal concrete work was also noted. The recommendation contained in this report was that the Bent No. 1 wall be rejected and that other marginal concrete work be corrected.

The contractor has since suggested a method of correction which has met with the approval of the Highway Division and the Union Pacific Railroad. The method of repair has also received tentative approval of the Oregon Division FHWA Bridge and Field Operation Engineers. The repair method is included in a price agreement which has not yet been formally submitted to FHWA for our approval. The significant features of the price agreement are:

1. Removal and replacement of all rockpockets and honeycombed concrete.

2. Sonic testing of the beam seat area.

3. Coring of the wall to establish the integrity of the mass of concrete.

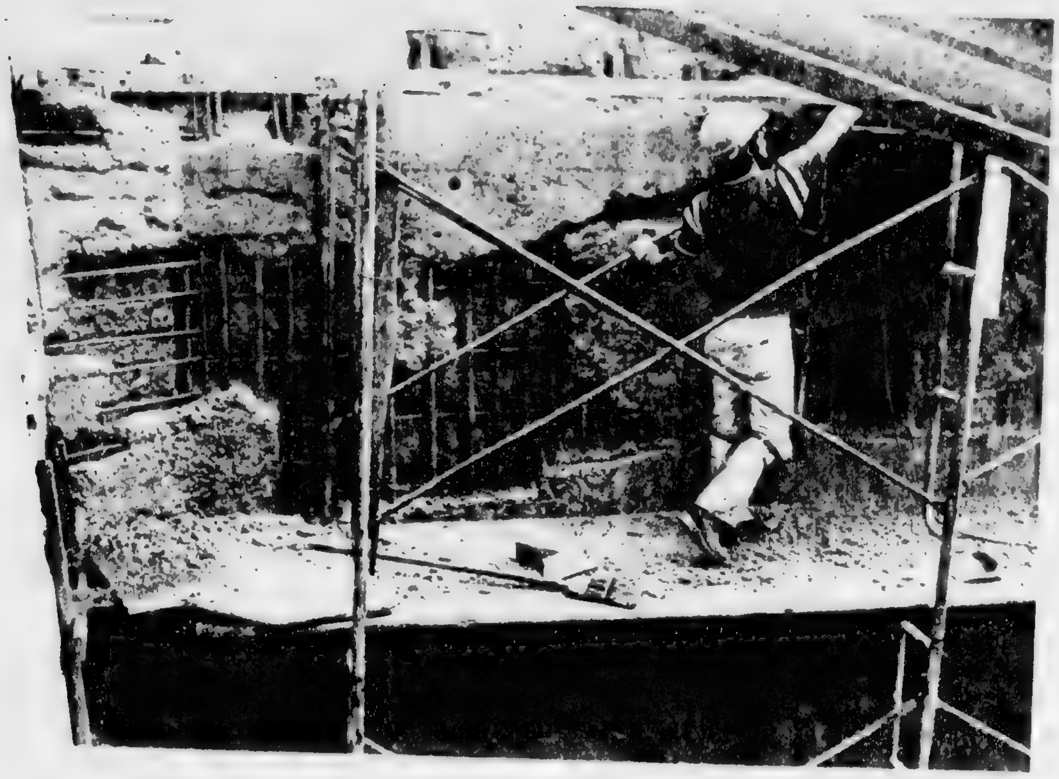
4. Placing of a protective wall on the fill face of the abutment with the wall being tied to the existing wall surface as required.

5. Sealing the remaining concrete surface as required.

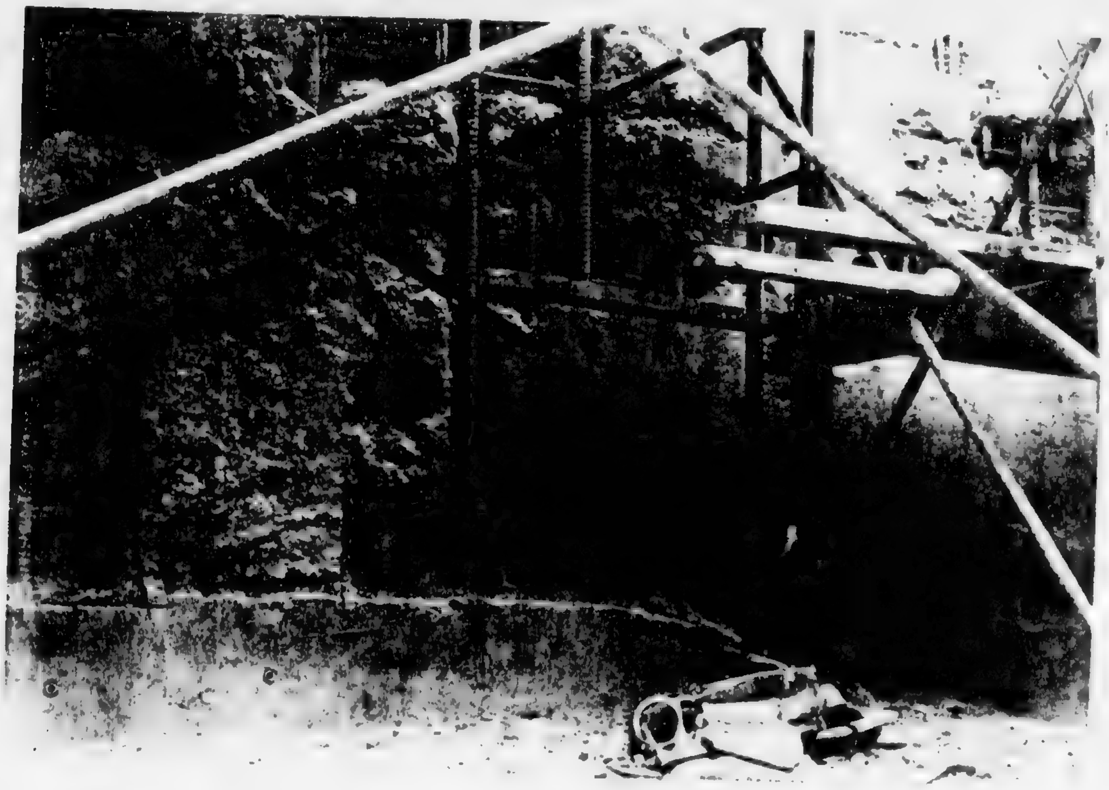
6. All work to be at the expense of the contractor.

Based on the above proposal the quality of work is now listed as satisfactory. Report No. 5 had listed the quality of work as unsatisfactory.

See pictures following.



No. 1. Fill face of Bent No. 1. The removal work is extensive on this entire face.



No. 2. Close up of the removal work. The work is being accomplished using a light chipping hammer. Three persons were involved with this work at the time of this inspection. Concrete is being removed to a minimum depth of 2" behing the bars to obtain a good bond.

Highway Construction 378-6318

Memo to The File

July 17, 1985

RECEIVED
STATE HWY ENGR
JUL 19 '85
REFER TO
FOR
Info | Inves | R/D | S.A | Sign | Act | File

NOTED
H. S. COULTER

C. O. Fredrickson
Construction Engineer

Riverside Railroad Overcrossing
Pendleton Oregon
Contract No. 9875

On Tuesday July 9, 1985, Mr. Bryant Jackmond, Contract Administration Engineer, and I made a trip to Pendleton, Oregon to view the concrete work on the Riverside Bridge Structure. This trip was made necessary by a report we had received on the quality of concrete work on this particular structure, particularly the pour that was made on Abutment One. Some adverse comments had been made by our bridge engineer, Mr. Walt Hart, as to the quality of the construction work and a trip had been made by Mr. Herb Schell and others in the Federal Highway Administration to view the quality of this work. It was indicated that, in their opinion, this abutment should be removed and replaced. Mr. Jackmond and I felt that, because of the magnitude of the work involved, it would be prudent that we review this structure in its present condition.

The concrete work on this abutment indicated that inadequate vibration had been provided, and we saw an extreme number of rock pockets and loose rock on the surface of the abutment. At the time we were there the contractor was in the process of having three-inch cores drilled through the abutment wall in order to determine the quality of the concrete within the wall, beyond the area that showed rock pocketing or what is commonly referred to as "popcorn". We looked at the cores and it appeared that the concrete within the two layers of reinforcing steel was sound. We took representative samples of these cores back to Salem with us for examination and compressive testing by the Materials Laboratory.

We received a report from the Federal Highway Administration dated July 11, 1985, giving a summary of their inspection of this particular concrete. It was their recommendation, in this report, that the concrete be removed and be replaced. On Thursday July 11, 1985 we so advised the contractor.

Further discussion within our office and discussion with Mr. Allan Harwood, Operations Engineer from the Metro Region in Portland and who has had extensive experience in concrete construction, indicated to us that there was a possibility of repair on this particular part of the structure rather than total removal. Removal is complicated by the fact that the structural steel for this structure is now in place and almost completely assembled. It was placed when the front face of the abutment, which showed some rock pocketing and "popcorn" was exposed. The major defects in the abutment are in the back face. Further discussion with Mr. Harwood indicated that a reasonable repair could be made if the defective concrete was removed back to sound concrete, if the concrete around all reinforcing steel that was exposed was chipped back to the point where the steel could be encased in sound concrete, and a curtain wall was poured across this back face to further seal and reinforce the unit.

On Friday July 12, we requested that representatives of the Federal Highway Administration meet with us to discuss the possibility of this type of repair. Mr. Harwood came down from Portland; Mr. Jackmond, Contract Administration Engineer, and I met with Bob Hathaway, Assistant Administrator of the Division Office of the Federal Highway Administration, Mr. Glen Hossner, District Engineer for the Federal Highway Administration and Mr. Herb Schell, Bridge Engineer for the Division Office of the Federal Highway Administration. Possible repairs were discussed and this discussion is covered by a memo to the file dated July 15, 1985.

On Monday July 15, 1985, we again met with the contractor, Mr. Steve Ross of Ross Brothers Construction Co., his engineer and a consulting engineer whom Ross Brothers had retained to look at the condition of the subject abutment. We discussed with him the minimum that we would accept as part of a repair and asked him to give us a proposal to do this work. It was brought out that a considerable amount of work would have to be done to make both this part of the structure and the finish work on the remaining concrete in the structure acceptable to us. It was understood that all of this work would have to be done at no additional cost to the owner, the State of Oregon.

Our reasons for suggesting that the structure be repaired rather than having this particular unit totally removed and replaced are as followed:

1. We believe that a repaired abutment would develop the structural integrity required for a satisfactory, usable structure.

2. We do not believe that it would be possible to state positively that the condition of the abutment as it currently stands is unrepairable.

3. The tight working space and the amount of traffic being carried on the roadway adjacent to this abutment make it extremely difficult to remove the abutment without some risk to both the traveling public and to the workmen involved.

4. Removal is further complicated by the fact that the structural steel is in place and would have to be jacked up and temporarily supported during the course of the removal and replacement work.

5. Test results of representative concrete cylinders and selected sections of the field cut, three-inch cores indicate concrete strengths in excess of specification requirements.

Our Cost Analysis Unit has estimated that the cost of removing and replacing the abutment is approximately $73,000.00 broken down as follows:

Jack-up existing railroad structure and support	$ 14,200.00
Remove the existing abutment	17,000.00
Replace the existing abutment	41,800.00
Total	$ 73,000.00

Cost of repair would very likely reach $25,000.00, and we believe that it will provide an adequate and satisfactory structure for carrying a railroad traffic.

We realize that any repair work done on this structure will have to receive the approval of the appropriate officials of the Union Pacific Railroad. Once a proposal is received from the contractor, it will be evaluated by this office and by the Bridge Section before being proposed to the Union Pacific Railroad Co., who will become the owner of the structure once it is complete. Should they accept the proposal as written we will expect the contractor to proceed in making the repair.

This opinion is based on extensive personal experience associated with bridge construction and maintenance and on the opinion of Mr. Allan Harwood from Portland, who has an extensive amount of experience in both the construction of and repair of concrete structures. This opinion is further reinforced by that of Mr. J. X. Wilson, Assistant Region Engineer in La Grande, and Mr. H. N. VanCleave, each of whom has spent a number of years as a Project Manager on bridge work and has been involved in the construction and repair of concrete structures.

Attach.

cc: H. S. Coulter
W. E. Schwartz
E. S. Hunter
W. J. Hart
Region 5

/ 2

Remove & Replace Bent [illegible] 98[illegible]
KDK 7-16 8[illegible]

Steel beams are in place - must jack & support while bent is removed and replaced.

Build two supports of 4 H-Beams each for beams. Each beam will be about 18' long = 144' of H-Beam @ $16/ft
= $2,300

Fabrication = 6 M-D @ $400/M-D (includes supporting equip.) = 2,400

Pour concrete pads for supports: 4 c.y. concrete @ $50 + 8 M-H @ $26 + 2 Hr. Backhoe @ $[illegible] : 462

Jacks - 2 100 ton jacks for 2 weeks @ $59/week = 236
(beams to be blocked for work)

Labor to lift & reset: 4 labor, equip. operator, foreman @ 40 hrs. each @ $36/hr. = 6,200

Equipment: Pickup (40 hr) @ 8^{85}, Dozer (16 hr) @ $[illegible]^{15}$, Hydrocrane (24 hr) @ $50^{[illegible]}$, Flatbed (32 hr) @ 13^{55}
= 2,523

Total Jack & Re-set = $14,161

2 2

Remove & Replace [illegible] Contract 9875
KDK 7-16 85

Remove Existing Concrete

Use 1500# impact concrete breaker on Cat 235 hoe. for 32 hrs. @ $\$36^{10}$ + 129^{03}	$5,284 ←
Backhoe @ 40 hours - move broken concrete @ 27^{15}	$1,086 ←
Compressor, 2 jackhammers - 24 hrs. @ $20	$480 ←
2 operators (36 hr.) 2 laborers (32 hrs.), foreman (56 [illegible]	$4,992 ←
Total Remove	$11,842

Replace rebar

Assume 23,000 lb. @ $.60/lb. (Partial job)	= $13,800 ←

Replace concrete

Assume 80 c.y. concrete @ $250 c.y.	= $20,000 ←
Extra for forming	1,000 ←
[illegible]	$34,800

Total $60,803 ←

+20% OH mobiliz. $72,963

Remove Total = $26,003 + 20% = 31,204

Replace Total = $34,800 + 20% = $41,760

Form [illegible]—(Rev. 6-73)

COPY

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Concrete Cores

Project Umatilla River (Riverside) Bridge U'Xing
Highway Oregon - Washington
Contractor Ross Bros. No.
Submitted by Tom Penner
Source of Material Abutment RR bent 1
Sampled or inspected at To be used Bid Item 54
Sampled or inspected by Pro-Cut, Kennewick, WA (7-9-85) Quantity represented 95 yds^3

Laboratory No. 8513603
Data Sheet No. A-35535
Prefix EA C 09875
Laboratory charge $144.00
Date received 7-10-85
Date reported 7-16-85

ASTM C39 & C42.

Laboratory No.				
Core No.	1-A	2-A	2-C	4-D
Station				
Location	Cores from back face 4 ft. into abutment			
Date Cast	6-14-85			
Date Tested	7-15-85			
Age In Days	31	31	31	31
Core Depth, Inches				
Specimen Length, Inches	7.6	7.5	7.6	6.5
Core Diameter, Inches	3.73	3.73	3.72	3.72
L/D Ratio	2.04	2.01	2.04	1.75
L/D Factor	None	None	None	0.98
Test Area, Sq. Inches	10.93	10.93	10.87	10.87
Compressive Strength, lbs.	55190	37600	45000	58000
Compressive Strength, Psi.	5050	3440	4140	5230

Cores were tested in moist condition as per ASTM C42, section 6.3.

REPORT TO:

☐ F.H.W.A.
☒ Construction Engineer
☐ Maintenance Engineer
☒ Bridge Engineer
☒ Region Engineer
☒ Resident Engineer T. Penner
☐ District Engineer
☒ Files
X Ross Bros.

[illegible]

RECOMMENDATION:

Material as represented by this sample comply with specifications.

Jack Sullivan

HIGHWAY DIVISION

SAMPLE DATA AND LABORATORY TEST REPORT FOR CONCRETE CYLINDERS

LABORATORY REPORT NO. 8511471-74

DATA SHEET NO. C-56552

SAMPLE DATA

C09875 in

PROJECT NAME: Umatilla R (Umatilla) Br & OPRR Xing
BRIDGE NO.: 462-A
PREFIX NO.: ~~30-1001~~
HIGHWAY: Oregon-Washington
CONTRACT NO.: 9875
F.A. PROJECT NO.: FFR-BFR(19)7
CONTRACTOR: Ross Bros Inc
COUNTY: Umatilla
SUBMITTED BY: Tom Penner (COPY)
TITLE: Proj Manager
CONCRETE FOR (LOCATION OR PLACEMENT): Bent #1
CONCRETE SUPPLIER: Pendleton Ready Mix
REPRESENTED BY NO. OF CYLS. 4
SET NO.
DATE CAST: 6/14/85
DATE SHIPPED: 6/17/85
SAMPLED BY: E. Wardwell
BREAK "A" IN DAYS: 7 DAYS 6/21/85 DATE
BREAK "B" IN DAYS: 14 DAYS 6/28/85 DATE
BREAK "C" IN DAYS: 28 DAYS 7/12/85 DATE
BREAK "D" IN DAYS: 28 DAYS 7/12/85 DATE
BREAK "E" IN DAYS: ____ DAYS ____ DATE
BREAK "F" IN DAYS: ____ DAYS ____ DATE
TYPE OF SAMPLE: CONTROL ☐ RECORD ☒
WITNESSED BY: David Brooker
CEMENT: BRAND: Ash Grove
TYPE: II L.A.
LAB OR MILL REPORT NO.: D85-14
ADDITIVES: BRAND: MB
TYPE: AE 10
MIX DESIGN: LAB OR I.D. NO. 85-0386; CLASS 3300 3/4; AGG. SOURCE NO. 30-60-5; CEMENT CONTENT 592 LBS/C. YD.; SLUMP 3-4" IN.; AIR CONTENT 5.0 %; MAX. W/C RATIO .55 BY WT
FIELD TEST RESULTS: FIELD MOISTURE CONTENT 1½-¾ ____ %: ¾-4 1.021 %: FA .04 %; CEMENT CONTENT 593.8 572.5 LBS/C. YD.; SLUMP 3½" IN.; AIR CONTENT 4.4 %; UNIT WT. 150.04 LBS/C FT
PROPORTIONS AS BATCHED (SCALE WTS.): ADDITIVES 100 OZ: CEMENT 4750 : 1½-¾ ____ : ¾-4 15890 : FA 10010 : WATER 175 : WATER ADDED ON JOB 5
PRESTRESS CONCRETE: STEAM HRS. ____ MAX. TEMP ____ REQ. REL. STRENGTH ____ P.S.I. RELEASED ____ P.S.I. CYLINDER CURE STD ____ DAYS: FIELD ____ HRS. OR DAYS
REMARKS: Replaces SAMPLE DATA sheet No. C-56551
witnessed by Region DAVID Brooker

w/c ~~449.1~~/~~4750~~ = .31   Y = 1.01

LABORATORY REPORT

LABORATORY CHARGES	DATE RECEIVED	DATE REPORTED
$12.00 EACH ($48.00)	6-18-85	6-21-85

LABORATORY NO.	CYLINDER NO.	STRENGTH	AGE @ TEST	DATE OF BREAK	REMARKS
8511471	A	2285 PSI	7 DAYS	6-21	
8511472	B	3090 PSI	14 DAYS	6-28	
8511473	C	3610 PSI	28 DAYS	7-12	3555 AVG.
8511474	D	3500 PSI	28 DAYS	7-12	
	E	PSI	DAYS		
	F	PSI	DAYS		

DISTRIBUTION

- x FHWA
- CONSTRUCTION ENGINEER
- BRIDGE ENGINEER
- MAINTENANCE ENGINEER
- REGION ENGINEER
- x PROJECT MANAGER T. Penner
- DIST. MAINT. SUPERVISOR
- x FILES
- x Ross Bros. Const.

REMARKS

Jack Sullivan

HIGHWAY DIVISION

SAMPLE DATA AND LABORATORY TEST REPORT FOR CONCRETE CYLINDERS

LABORATORY REPORT NO. 8511475-78

DATA SHEET NO. C-56553

SAMPLE DATA

C09875

PROJECT NAME: Umatilla R (Riverside) Bnt + UPRR Oxing

BRIDGE NO.: 4696A

PREFIX NO.: ~~[illegible]~~

HIGHWAY: Oregon - Washington

CONTRACT NO.: 9825

F.A. PROJECT NO.: FFR-BFR-(19)7

CONTRACTOR: Ross Bros Inc

COUNTY: Umatilla

SUBMITTED BY: Tom Penner

(COPY)

TITLE: Proj Manager

CONCRETE FOR (LOCATION OR PLACEMENT): Bent #1

CONCRETE SUPPLIER: Pendleton Ready Mix

REPRESENTED BY NO. OF CYLS. ____

SET NO.

DATE CAST: 6/14/85

DATE SHIPPED: 6/17/85

SAMPLED BY: E. Woodwell

BREAK "A" IN DAYS: 7 DAYS 6/21/85 DATE

BREAK "B" IN DAYS: 14 DAYS 6/28/85 DATE

BREAK "C" IN DAYS: 28 DAYS 7/12/85 DATE

BREAK "D" IN DAYS: 28 DAYS 7/12/85 DATE

BREAK "E" IN DAYS: ____ DAYS ____ DATE

BREAK "F" IN DAYS: ____ DAYS ____ DATE

TYPE OF SAMPLE: CONTROL ☐ RECORD ☐

WITNESSED BY:

CEMENT: BRAND: Ash Grove

TYPE: II L.A.

LAB OR MILL REPORT NO.: D85-14

ADDITIVES: BRAND: MB

TYPE: AE 10

MIX DESIGN: LAB OR I.D. NO.: 85-B386 CLASS: 3300 3/4 AGG. SOURCE NO.: 30-60-5 CEMENT CONTENT: 592 LBS/C. YD. SLUMP: 2-4" IN. AIR CONTENT: 5.0 % MAX. W/C RATIO: .55 BY WT.

FIELD TEST RESULTS: FIELD MOISTURE CONTENT 1½-¾ ____ %: ¾-4 .021 %: FA .04 % CEMENT CONTENT: 592.5 LBS/C. YD. SLUMP: 6½ IN. AIR CONTENT: 5.2 % UNIT WT.: 148.6 LBS/C FT

PROPORTIONS AS BATCHED (SCALE WTS.)

ADDITIVES 100 OZ: CEMENT ____ : 1½-¾ ____ : ¾-4 15900 : FA 10740 : WATER 190 : WATER ADDED ON JOB 0

PRESTRESS CONCRETE: STEAM HRS. ____ MAX. TEMP ____ REQ. REL. STRENGTH ____ P.S.I. RELEASED ____ P.S.I. CYLINDER CURE STD ____ DAYS: FIELD ____ HRS. OR DAYS

REMARKS

w/c $\frac{1589}{4740}$ = .32   y = .976

LABORATORY REPORT

LABORATORY CHARGES: $12.00 EACH ($48.00)

DATE RECEIVED: 6-18-85

DATE REPORTED: 6-21-85

LABORATORY NO.	CYLINDER NO.	STRENGTH		AGE @ TEST		DATE OF BREAK	REMARKS
8511475	A	2385	PSI	7	DAYS	6-21	
8511476	B	3035	PSI	14	DAYS	6-28	
8511477	C	3535	PSI	28	DAYS	7-12	3555 AVG.
8511478	D	3570	PSI	28	DAYS	7-12	
	E		PSI		DAYS		
	F		PSI		DAYS		

DISTRIBUTION

FHWA
CONSTRUCTION ENGINEER
BRIDGE ENGINEER
MAINTENANCE ENGINEER
REGION ENGINEER
X PROJECT MANAGER T. Penner
DIST. MAINT. SUPERVISOR
1X FILES

REMARKS

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: The Files

DATE: July 15, 1985

FROM: O. B. Jackmond

O. B. Jackmond
Contract Administration Engineer

SUBJECT: Corrective Action
Bent No. 1, U'Xing UPRR
Umatilla River (Riverside) Br. &
UPRR U'Xing. Section
Contract No. 9875

CE F CAE J RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
OE___ JUL 18 1985 FE___ CP___
CA___ POC___
CAM___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

On Friday, July 12, 1985 a meeting was held to discuss corrective action on this structure. Attending were:

Bob Hathaway, FHWA	C. O. Fredrickson, OSHD
Glenn Hossner, FHWA	Al Harwood, OSHD
Herb Schell, FHWA	O. B. Jackmond, OSHD

The results of this discussion were as follows:

The Highway Division and FHWA would consider a proposal from the contractor to repair the concrete abutment at Bent No. 1 of the above structure. The proposal must be submitted by the contractor and must receive approval of both OSHD and UPRR prior to commencement of actual repair work.

A. The concrete in the vicinity of each bearing pad is to be subjected to sonic testing to verify the quality of the concrete and extent of voids in this critical area.

B. Additional cores are to be drilled into each face of the abutment using a small - approximately 1/2" dia. - hollow stem drill. Approximately 10 holes should be drilled into each face to a depth of at least 16".

C. If the results of (A) and (B) indicate the concrete to be a reasonably dense concrete mixture, the contractor may submit a detailed proposal for physical repairs to the abutment. His proposal should include, but is not limited to the following:

   1. Remove and replace stub wall connection to Wingwall "E".

   2. The front, or traffic side, of the abutment is to be chipped to remove all air pockets, rock pockets and voids to expose a dense concrete surface. A bonding agent is to be applied and the surface is to be patched, finished and painted in its entirety.

3. On the back face, all air pockets, rock pockets and voids are to be thoroughly removed to expose a dense concrete surface. The removal will extend to a depth of not less than 2" behind any reinforcing steel that is visable. Reinforcing steel that is encased in sound, dense concrete shall not be exposed. The entire back face is to be encased with an 8" thick (min.) concrete casing wall, reinforced with #5 bars on 12" centers. The casing wall is to be fastened to the abutment wall with "L" bar dowells on 18" centers each way, drilled and permanently seated in the abutment wall.

D. All corrective work, finishing work, and all remaining contract concrete work will be of high quality and substandard work will not be accepted.

E. Top of concrete in encasing wall shall be formed with a groove suitable for pouring a silicone seal, full width, to prevent water from entering the joint between the old and new concrete.

A meeting was held in the Construction Office on Monday, July 15, 1985 with the contractor. The above items of corrective work were discussed. This memo was not given to the contractor. He agreed to submit a proposal to correct this abutment for review by OSHD and UPRR.

OBJ:mk

07151M

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

July 11, 1985
IN REPLY REFER TO
HFO-OR

RECEIVED
STATE HWY ENGR
JUL 11 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | ... | File

W&S
w/encl
TAH

cy
ESH

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project FFR-BRF-19(7)
Umatilla River Bridge & UPRR X'ing

Enclosed is our inspection report covering a recent field review of the concrete work on the subject project. This report and attached pictures document the unsatisfactory workmanship and concrete quality on this project. It also sets forth our position concerning necessary corrective measures and costs related thereto.

It is very apparent that the concrete work on this project is borderline and in some cases completely unacceptable. Steps need to be taken to assure that the contractor is adequately staffed and equipped to provide for proper placement and consolidation of the concrete prior to any further concrete pours. Also, your project inspection procedures need to be thoroughly reviewed and strengthened as necessary to provide more stringent engineering oversight.

Until the unacceptable work has been corrected, any progress payments related to the unacceptable work should be coded as being non-participating.

Sincerely yours,

Robert B. Hathaway
f
Dale E. Wilken
Division Administrator

Enclosure
Inspection Report w/pictures

cc:
OSHD (W. E. Schwartz, ASHE) w/encl
OSHD (C. O. Fredrickson, Const) w/encl

jc STATE COPY cc: OSHD (Coulter) (W. E. Schwartz)
(C. O. Fredrickson)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 5	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH T. Penner, Project Manager; Warren Richards, Region 5 Const. Engr.; J. X. Wilson, Reg 5 Maint. Engr.; Harry Oswald, Dist. Supv.; T. Falls, Reg 5 Assurance Spec., H. N. VanCleave, Quality Coord., K. Norton, Project Inspector; OSHD

DATE OF INSPECTION July 1, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer and H. A. Schell, Division Bridge Engineer		PROJECT NO. FFR-BRF-19(7)
QUALITY OF WORK Unsatisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 52 %	WORK COMPLETED 51 %

UMATILLA RIVER (RIVERSIDE) BRIDGE & UPRR X'ING SECTION
OREGON - WASHINGTON HIGHWAY
Grading, Paving, Structures, Signing & Illumination

The purpose of this inspection was to review in the field the condition of Bent No. 1 of the railroad structure now under construction. Area Engineer Carter's report (Report No. 4), of June 11, 1985 indicated that forming for this abutment wall was underway. The Field Engineer's weekly report indicates that the abutment wall was poured on June 14. 1985. The wall was essentially stripped the following week. The steel girders which make up the railroad span were placed following removal of the wall forms and were in place at the time of this inspection.

On Friday, June 28, 1985 H. Schell and D. Carter met in the OSHD Bridge Section office and viewed several photographs of the stripped abutment wall. This inspection trip was scheduled immediately following this meeting.

STATUS OF WORK

The railroad is still operating on its original grade. The new railroad grade is partially complete except around the abutments of the structure. The southwest retaining wall (Wall "B") on the railroad grade has been poured. The northwest wing wall (Wall"F") has part of the reinforcement in the back wall in place. The southwest abutment wing wall (Wall "E") to the railroad structure has been excavated and some backfill concrete has been placed at the contractor's expense. The east railroad abutment (Bent No. 2) has been cast and backfilled and the southeast wing wall (Wall "D") has been cast and backfilled. Steel for the railroad structure is in place and the bottom bed steel plates have been tackwelded in preparation for final welding.

The Stage I substructure at Bents 2 and 3 on the Umatilla River structure is complete.

(Continued)

WORK IN PROGRESS

West railroad abutment - two men patching the honeycomb area on the front face of the abutment and four men placing reinforcing steel in the northwest wing.

East railroad abutment - six iron workers fitting the hip steel in place and welding bottom bed plates into final position.

GENERAL COMMENTS

The western abutment wall (Bent No. 1) of the railroad structure shows severe honeycombing for at least 2/3 of the depth on both faces of the wall. It is obvious in many of the areas that the honeycomb penetrates behind the reinforcing steel and in those areas where the reinforcing steel cannot be seen the absolute location can be pinpointed by the alignment of the honeycombing areas. The State was informed that this wall was unacceptable. Also, it was found that the southwest retaining wall (Wall"B"), in the railroad grade was very poorly cast and must be ground to improve the alignment and the condition of the appearance of the wall itself. The southeast extension (Wall "C"), of the east abutment wall was also cast very poorly and is out of alignment at the top at least 3 inches. The State was asked to have the contractor take corrective action to improve the appearance of this wall. It is not expected that this wall will have to be removed.

INSPECTION FINDINGS AND RECOMMENDATIONS

FINDINGS

1. The Bent No. 1 abutment wall contains poorly consolidated concrete as evidenced by the rock pockets and cold joint seams which are exhibited over most of the wall surface. Several areas have exposed reinforcement steel.

2. The abutment beam seat and the top of the northwest curtain wall show a nearly total lack of any concrete finish work to the true concrete lines as shown on the plans.

3. The new steel girders have been hit by traffic loads due to the impaired clearance which resulted when the beams were set prior to lowering the existing highway grade.

4. Concrete work done at other locations on the project have localized problems with alignment.

(Continued)

RECOMMENDATIONS

1. It is recommended that the Bent No. 1 wall be rejected and removed at the contractor's expense with Federal-aid participation being limited to a single, one time, construction of the Bent as called for on the plans. This recommendation is based on the rock pockets and cold joints which are exhibited over most of the wall surface. These features are direct indicators of poor consolidation of the concrete which greatly affects the general integrity of the wall. Chipping out and patching of the rock pockets is not considered to be an adequate solution due to the large quantity of wall which would be affected and the resultant poor quality product which would be obtained.

   The Standard Specifications, Section 504.36, "Handling and Placing Concrete", indicate that the concrete, during and immediately after depositing, shall be thoroughly consolidated. This process was not adequately followed on this particular pour and lack of adequate vibration is the principal cause of the rock pockets and cold joint seams exhibited on this wall.

2. The workmanship exhibited on the abutment beam seat and northwest curtain wall shows a near total lack of care of construction details to obtain a true final surface as shown on the plans. Further concrete work should not progress until the contractor can demonstrate that neat, true lines can be obtained at these or similar locations.

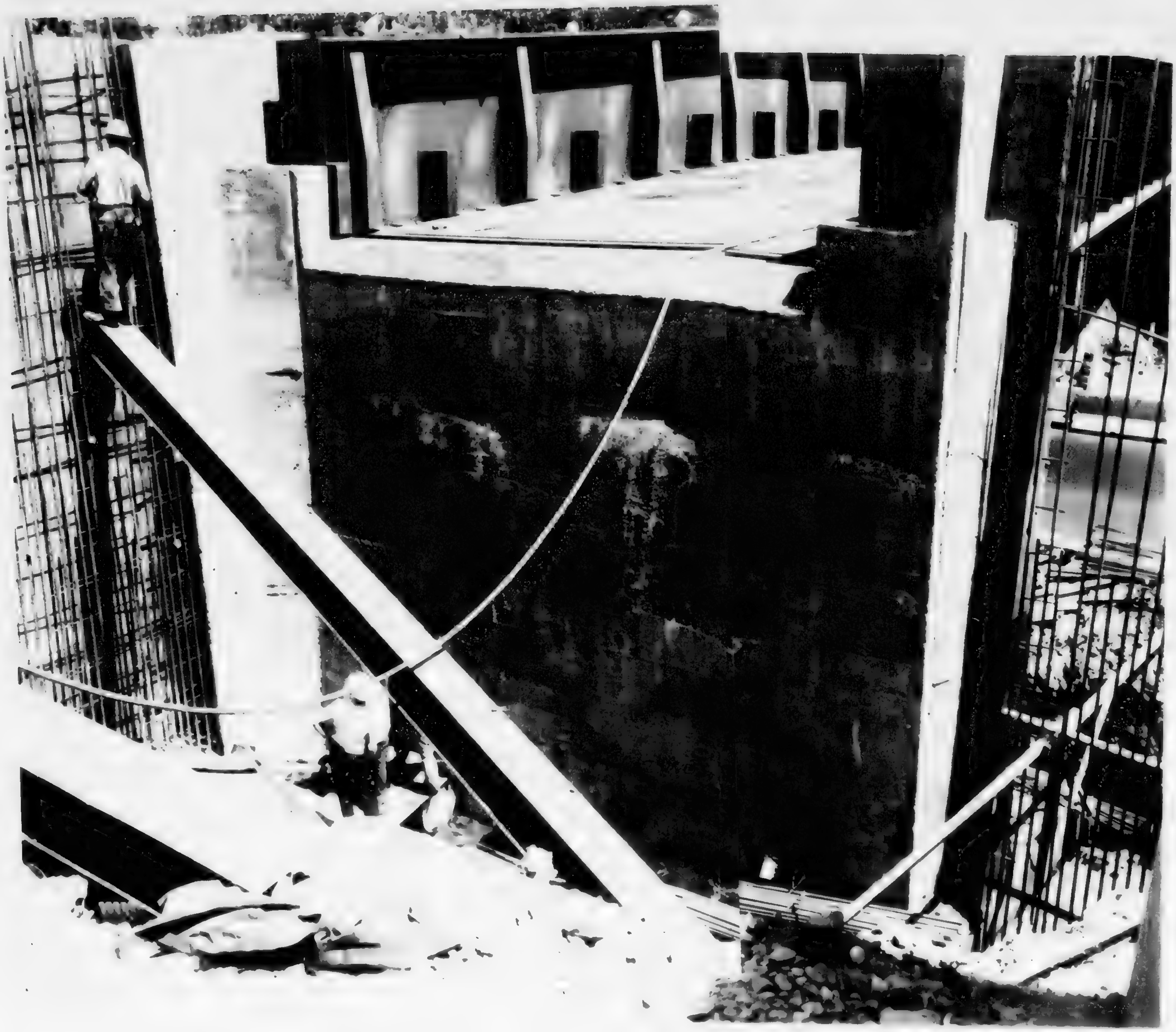
3. The alignment problems noted in Finding No. 4 and in the general comments of this report should be corrected at the contractor's expense prior to acceptance of the project.

4. Any areas damaged on the steel girders as a result of traffic hits or as the result of the contractor's activities should be repaired at the contractor's expense. Any added expense which has occurred to the project as a result of the emergency lowering of grade below the girders is non-participating.

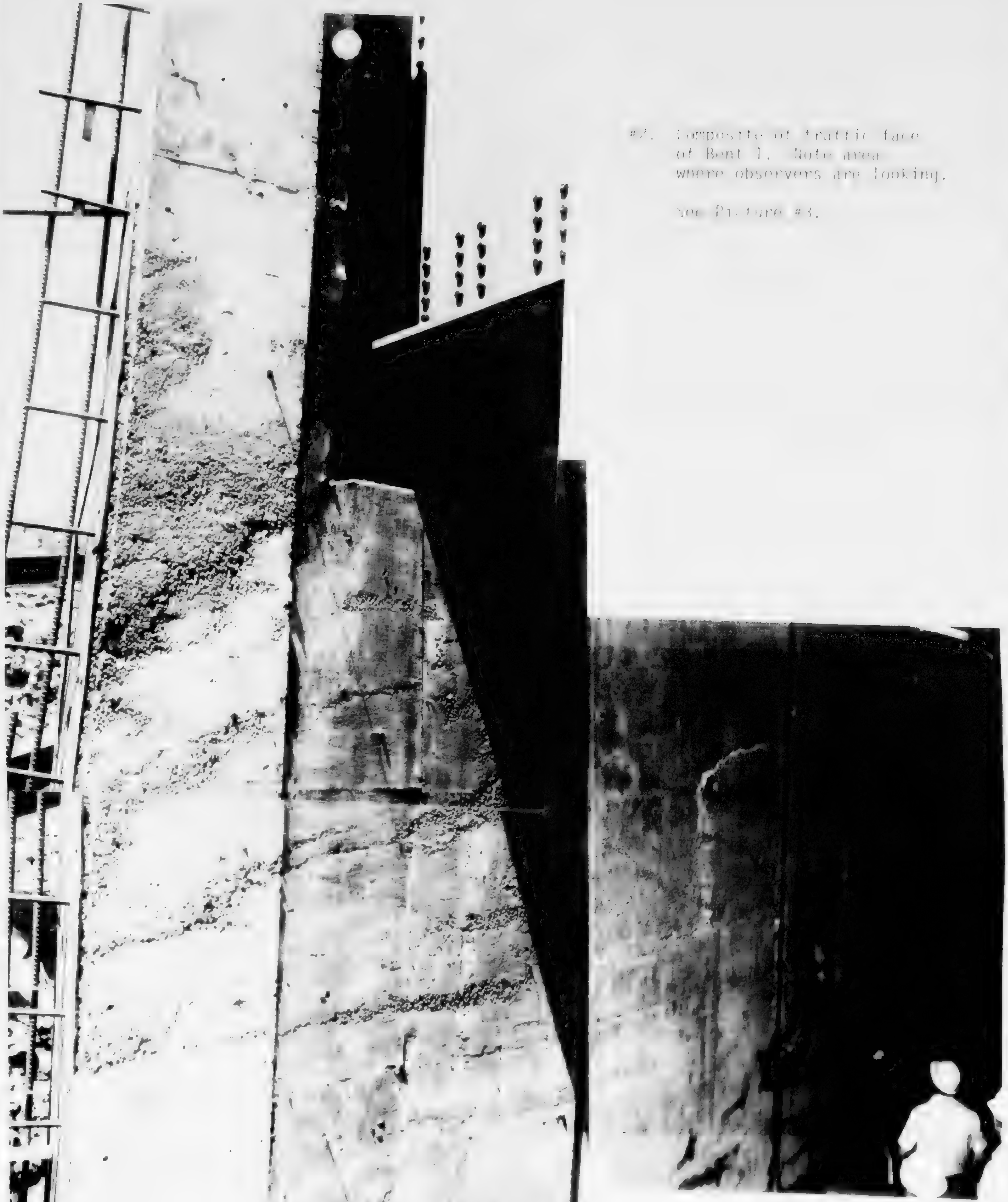
The above findings and recommendations were discussed with the above State personnel at the time of this inspection.

The quality of the construction on this project has been listed as unsatisfactory because of the serious nature of the findings and recommendations found as a result of this inspection. Other work on this project has been previously found to be satisfactory.

The following
Document(s)
are
Photographs



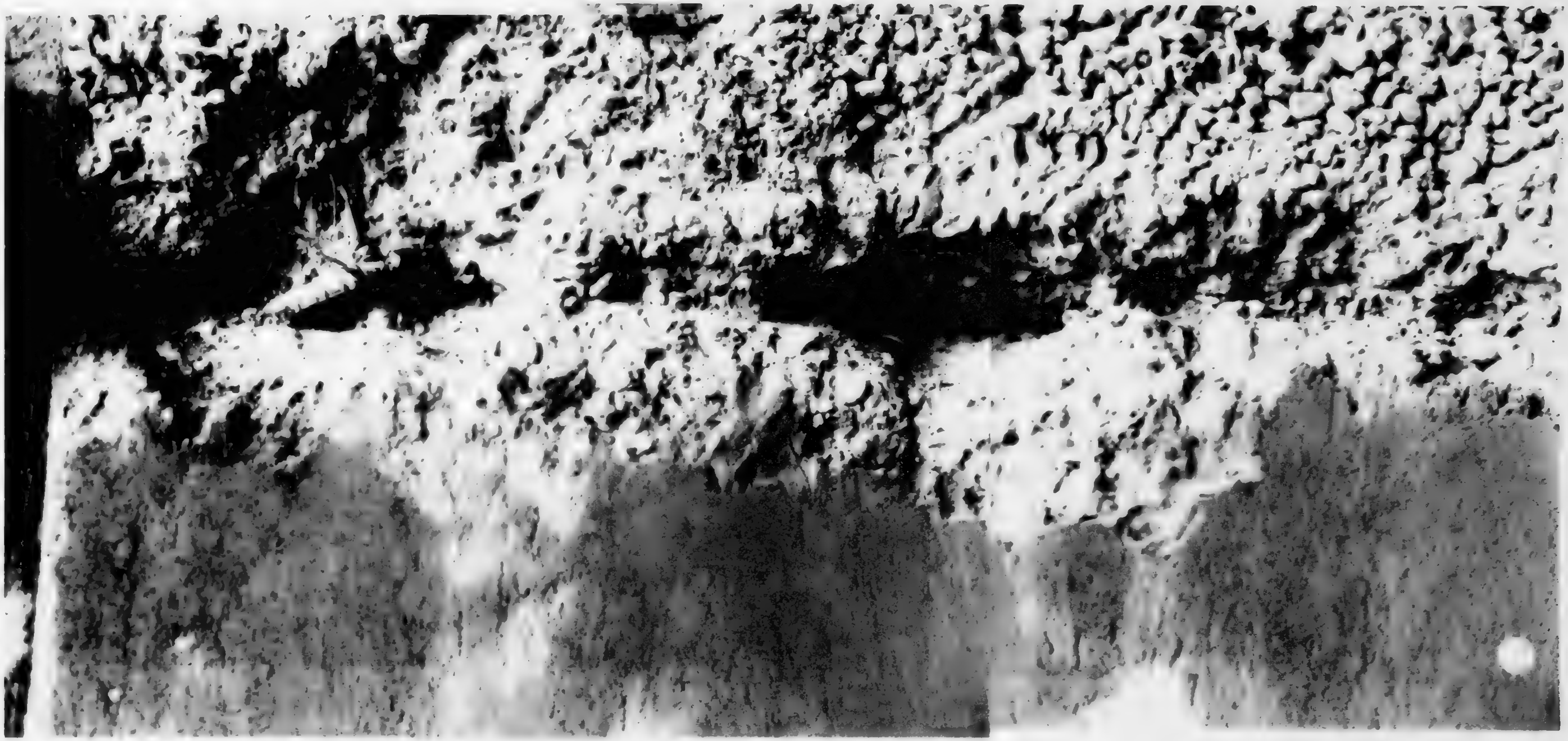
#1. Composite of fill face of Bent 1. Note pattern of reinforcing steel showing through rock pockets.



#2. Composite of traffic face of Bent 1. Note area where observers are looking.

See Picture #3.

#3. Rock pocket area - traffic side of Bent 1.
Note pattern of vertical and horizontal reinforcement in rock pocket.



#4. Composite of rock pocket area.

#5. Traffic face of wall next to temporary railroad track fill.

#6. Traffic face of wall - another rock pocket which shows pattern of reinforcement.

#7. Abutment No. 2 - Face of wall.

#8. Northwest curtain wall on the railroad structure. Note the line and grade on the finished top of the wall.

#9. The marks on the bottom flange of the girder indicate where this girder has been hit by traffic.

HIGHWAY DIVISION FILE: CON

FILE June 13, 1985

Robert N. Bothman
Assistant State Highway Engineer

Pendleton Bridge Replacement
Highway 11

Received a call from Representative Harper who had been contacted by the owner of the Ford dealership adjacent to this bridge project. The dealer was complaining of the lack of communication by the Division on changes to the traffic patterns adjacent to the dealership.

The complaint included a statement that the contractor was working on his property with no advance warning.

The dealer indicated that with advance warning he could adjust for the disruption. The dealer indicated the only way to influence the Division was through an attorney.

I assured Representative Harper we would contact the dealer this week, as well as any other businesses (there are others according to the Representative) adjacent to and affected by the project, to give them the project manager's phone number and assure we will advise of any changes in the traffic patterns or disruption to the businesses caused by our activities.

Conveyed the above to Warren Richards requesting that the Ford dealer be contacted today, and other businesses, if affected, be contacted this week. Requested that communication be set up between the businesses and the project manager, and that the project manager set up a way of keeping the businesses informed of the project activities affecting them.

Warren indicated he would make the contact and set up the communications.

RNB:lkm

cc H. S. Coulter
W. E. Schwartz
R. D. Hector

jc

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 4	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH

T. Penner, Project Manager; OSHD

DATE OF INSPECTION 6-11-85	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. FFR-BRF-19(7)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 52 %	WORK COMPLETED 51 %

UMATILLA RIVER (RIVERSIDE) BRIDGE & UPPR X'ING (SECTION)
OREGON - WASHINGTON HIGHWAY
Grading, Paving, Structures, Signing & Illumination

RECEIVED
STATE HWY ENGR
JUN 26 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
by 6/27

WORK COMPLETED

Clearing	80% complete
Drainage	60% complete
Grading	45% complete

Structures

Railroad structure - east abutment concrete is placed. The west abutment footing is complete.

Highhway structure - Bent's No. 2 & 3 substructure in place for Stage I.

Retaining Wall "B" - Concrete has been place and the wall has been backfilled.

Retaining Wall "A" - See discussion under comments.

WORK IN PROGRESS

Grading at the north end of project.
Forming for Bent No. 1 wall on UPRR structure.
Paving on the "PH" Line (Pendleton Highway) eastbound lanes.

COMMENTS

The location of Bent No. 1 of the UPRR structure is slightly further away from the railroad tracks than Bent No. 2. This allows more working room than had been possible at Bent No. 2. Mr. Penner

(Continued)

indicated that the shoring and cirbbing at Bent No. 1 is complete. Subsidence of the tracks has not been a problem at this location.

Inspection Report No. 2 indicated that retaining wall "A" may be eliminated as a result of the contractor's proposal to lay the slope back in lieu of the wall. This change has now been made and is covered in an appropriate price agreeement. The price agreement has not yet been reviewed by FHWA.

- DBC -

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-19(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80274

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/15/85

8. FEDERAL ROUTE NUMBER Primary 19

9. STATE ROUTE NUMBER Primary 8

10. GENERAL LOCATION:

Umatilla River (Riverside) Bridge

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)* Program Change
  See Below

13. REMARKS

As requested by Mr. Potter's letter of 3/13/85 I approve the revised Preliminary Engineering costs to a TEC of $290,000; Federal Funds $248,733.

(Increase TEC $65,200; Federal Funds $55,938 for Preliminary Engineering costs prior to PS&E date of 7/3/84.)

RECEIVED
STATE HWY ENGR
MAR 19 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to
3/19

14. DATE 3/18/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7175

CORE-Y, BYLER, REW, LORENZEN & HOJEM
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW
STEVEN H. COREY
HENRY C. LORENZEN
DOUGLAS E. HOJEM

TELEPHONE
AREA CODE 503
276-3331

March 13, 1985

Mr. Tom Penner, Project Manager
Oregon State Highway Department
116 S. E. 12th
Pendleton, OR 97801

CERTIFIED MAIL, RRR

Oregon State Highway Department
140 Transportation Building
Salem, OR 97310

Ross Brothers Construction Company
Attention: Larry Smith, Project Superintendent
3501 Brooklake Road N. E.
Salem, OR 97305

RECEIVED
STATE HWY ENGR
MAR 15 '85
REFER TO
[illegible]
FOR

Info	[illegible]	R/D	D/R	[illegible]	Act	[illegible]
☐	☐	☐	☐	☐	☒	☐

Re: Pendleton Ford

Gentlemen:

Our office regularly represents Pendleton Ford. It operates an automobile dealership on the east end of the City of Pendleton, immediately contiguous to the construction site wherein the State of Oregon is relocating and widening Highway 11, under the railroad tracks and across the Umatilla River.

Please take notice that Pendleton Ford is suffering damages because of the continuing trespass of dust and other debris by you, each of you, and your subcontractors. As a result of your tortious conduct, Pendleton Ford is having to wash its automobiles much more frequently than normal, having to wash down its display areas continually, and has and is suffering sales volume loss. These losses are substantial, and by this letter I put you on notice of the claim that will be levied against you.

On behalf of Pendleton Ford, I demand your immediate attention to these problems. I further demand a written response within the next 15 days as to how you intend to cure the situation. If I fail to hear from you directly, I shall henceforth feel free to seek both preliminary and temporary injunctions against the project, as well as temporary and permanent business damages being suffered by Pendleton Ford.

I respectfully request that the State of Oregon provide to me the name and address of the bonding company of Ross Brothers Construction.

Pursuant to ORS 30.275, I give notice to the State of Oregon of the claims above-described, which are continuing daily. Pendleton Ford, the claimant, has a mailing address set forth hereinbelow. The present amount of damages is not ascertainable.

Sincerely yours,

Steven H Corey

Steven H. Corey

SHC:m
cc: Mr. Tom Penner, Project Manager (sent by regular mail)
cc: Oregon State Highway Department (sent by regular mail)
cc: Ross Brothers Construction Company (sent by regular mail)
cc: Director, Department of General Services, State of Oregon (sent by certified mail, rrr)
cc: Mr. David Raber
Pendleton Ford
2225 Eastgate
Pendleton, OR 97801

cc: OSHD (Mr Coulter

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 3	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
H. Schell, Division Bridge Engr, D. Carter, Area Engr, FHWA;
C. Frederickson, D. Harmon, and K. Norton, OSHD

DATE OF INSPECTION 3-6-85	INSPECTION MADE BY REB Robert E. Burkhardt, Asst Bridge Engr	PROJECT NO. FFR-BRF-19(7)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 32 %	WORK COMPLETED 10 %

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
Fredrickson
FOR
Info | [illegible] | R/W | D/R | Sign | [illegible] | File

NOTED
W. E. SCHWARTZ
og
3/29

UMATILLA RIVER (RIVERSIDE) BRIDGE & UPRR U'XING SECTION
OREGON - WASHINGTON HIGHWAY
Structures

This project involves the replacement of an existing narrow highway structure and a railroad structure.

The roadway structure, Bridge No. 4697-A, is divided into three stages involving the construction of the NB roadway, removal of the existing structure, and construction of the SB roadway. The roadway structure entails two 121'-0" spans consisting of 5'5" Bulb-T prestressed beams with a 7-3/4" deck (minimum). The structure, with 4-foot median, 8-foot shoulders, and 8-foot sidewalks, will accommodate four lanes of traffic.

Widening of the roadway structure causes the UPRR structure to be relocated and span length increased. The U'xing UPRR Mainline North structure, Bridge No. 4696-A, consists of a 105'6" span with two steel girders 8'6" in depth and vertical abutments.

Work Completed

The roadway structure's footings, columns, and cap at bent 3 for Stage I construction were poured and forms removed. The right footing was placed at plan elevation. The remaining three footings were placed from 2 to 6 feet below plan elevation to achieve the required bearing pressure of 9.5 Tsf.

The column and hammerhead at bent 2 were poured and forms removed. There were a few rock pockets in the hammerhead directly above the column. The outside parts of the cold joint are above the bottom of the hammerhead as per Standard Specifications 504.36(a), page 306.

(more)

The railroad structure's shoring pile, lagging, walers, and struts for bent 2 were installed. Shoring piles were keyed into rock but subsequent shooting fractured the rock outcrop. Only part of bent 1 had been excavated because shoring had not been placed yet. See Figure 5.

Some sections of retaining wall "B" were poured and formwork removed. Top of the wall's footing is at plan elevation. Approximately 40 feet of wall "B" is in basalt. Retaining wall "A" may be eliminated by a contractor-initiated proposal incorporating a 2:1 cut slope. See Figure 4. The State is evaluating the contractor's proposal.

Work in Progress

At the roadway structure a Case 580C and a Case 580D backhoe were placing the 18" sewer line at bent 3.

The subcontractor, Wildhorse Construction, was excavating with a Cat 1/2-yard backhoe at the railroad structure for the bent 2 footing. See Figure 2. Excavation was approximately 5 to 7 feet below the bottom of shoring post and at least 10 feet below the bottom lagging. See Figure 3.

Comments

The east approach of the existing railroad structure has an old timber trestle bent buried within the approach fill. The approach fill, consisting of 3/4" minus material, tended to slough out during the excavation. Tapered shoring perpendicular to the main shoring was installed at the west end of bent 2's shoring. See Figures 2 and 3. Three times the excavation was halted and ordered backfilled by UPRR due to scheduled railroad traffic.

The railroad speed limit had been raised by UPRR from 10 mph to 20 mph. About 30 trains a day use the track. An eastbound Amtrak passed during the inspection, which caused minimal amounts of soil to fall from behind the lagging.

Concern was expressed by all involved in the inspection regarding the unshored portion of bent 2 excavation. Chuck Frederickson alerted Tom Penner, Project Manager, and Robert Hector, Region 5 Engineer, of our concern. The following day, Ross Bros. strutted walers across the bottom of the shoring piles. The remedial measures taken are acceptable.

During drilling operations for bent 2's footing the auger punched through the blue basalt.

The contractor expressed concern about the stability of the material below the basalt. Two check holes were bored and the Foundations Section verified that the soil encountered is what their design is based on.

--REB--

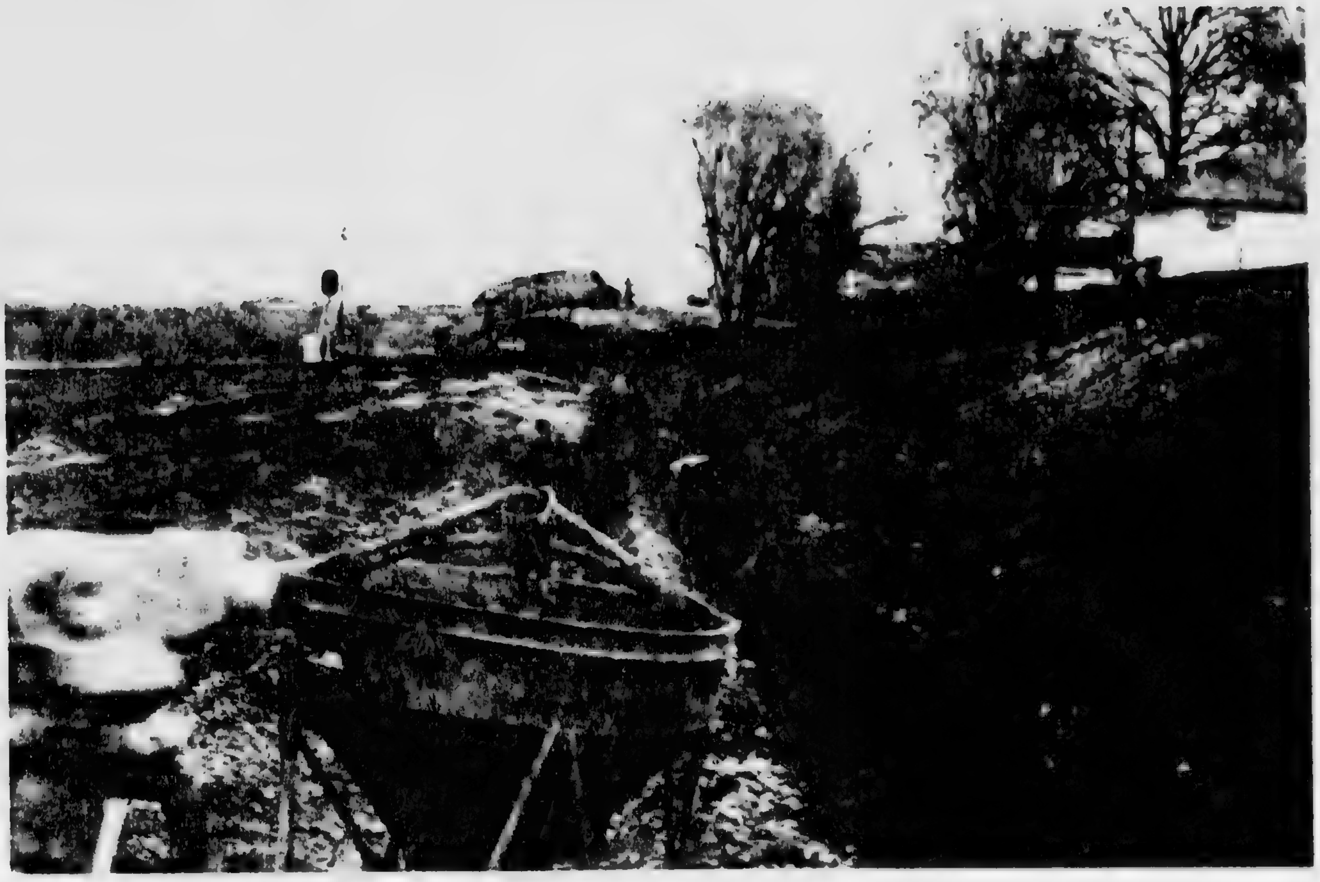


Figure 4 Looking east at 2:1 cut slope that replaces retaining wall "B" along south side of RR east approach.

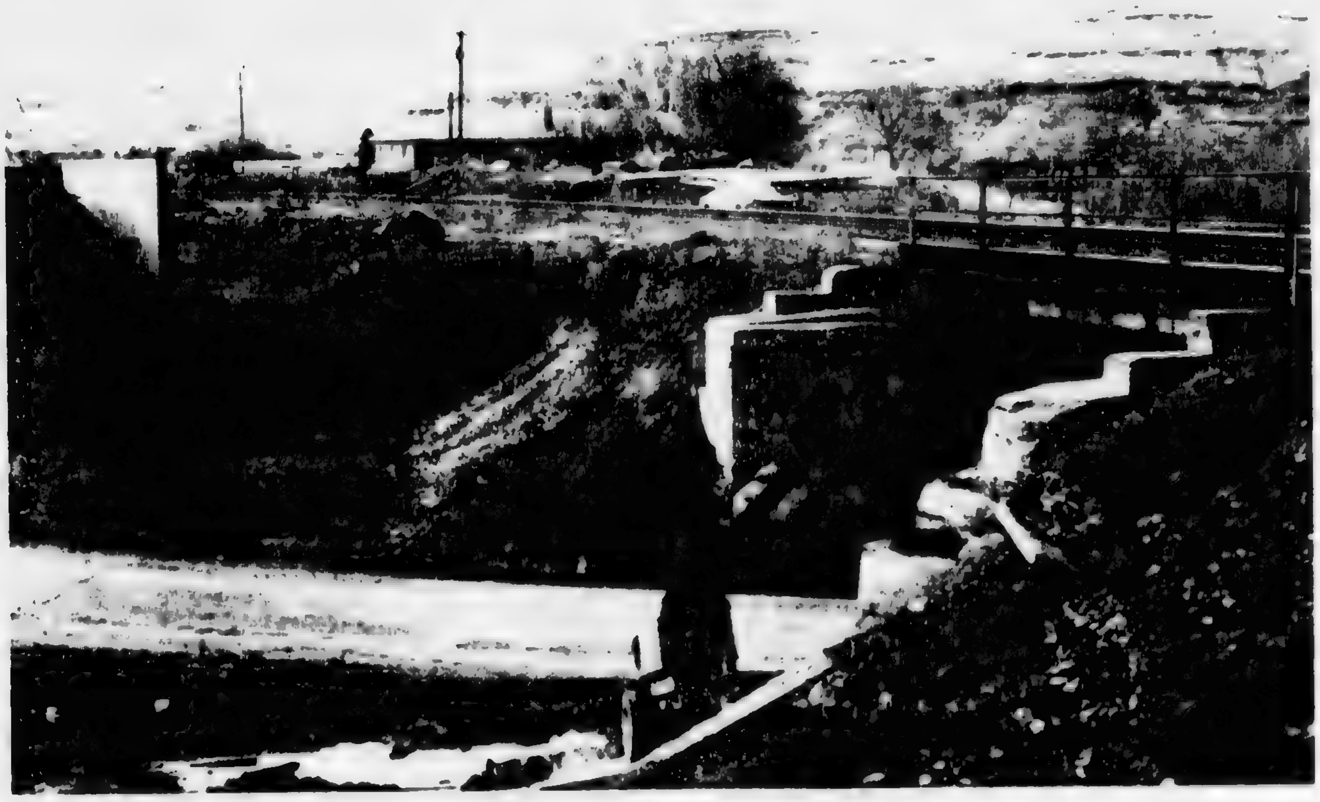


Figure 5 Looking west at partial excavation for RR bent 1.

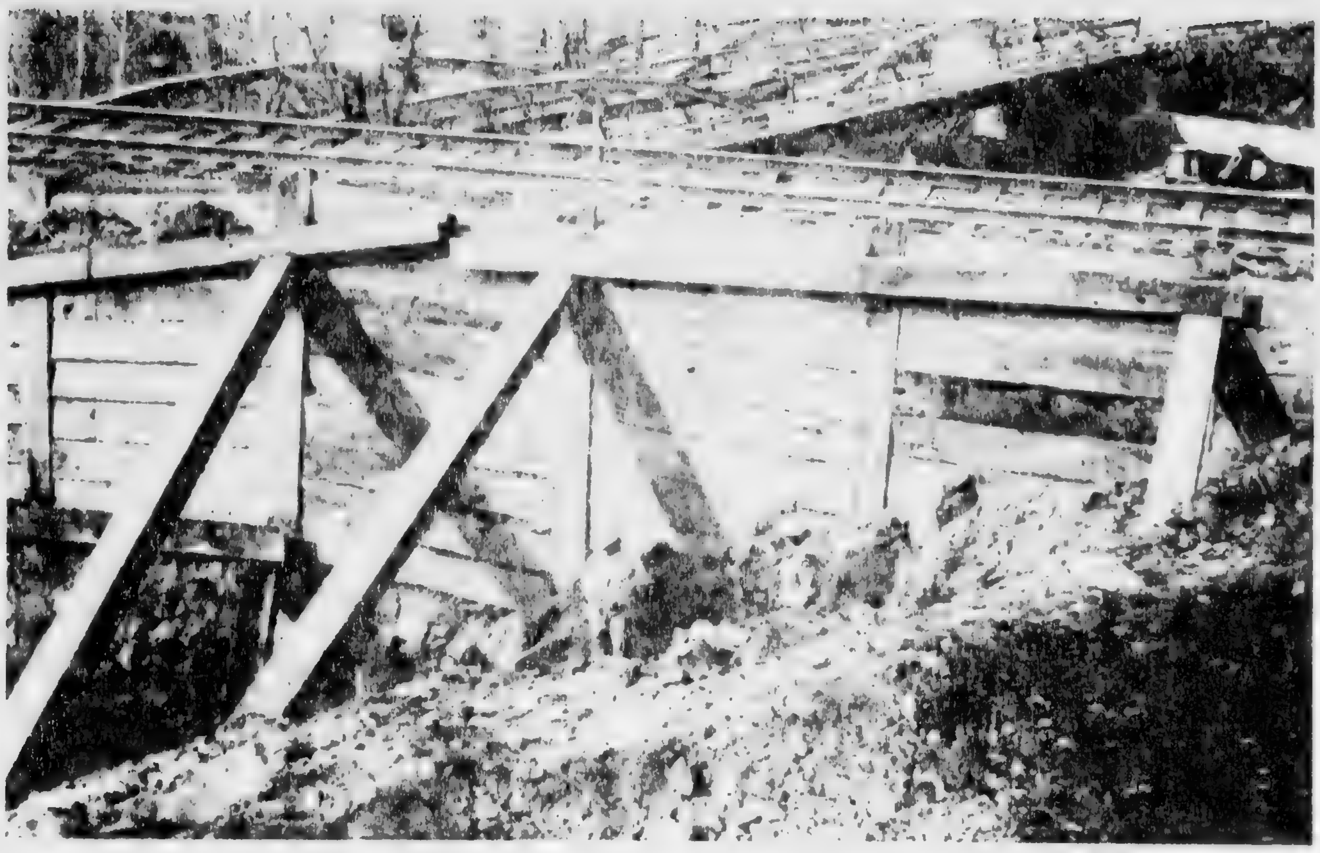


Figure 1 Looking NW at RR bent 2 shoring.

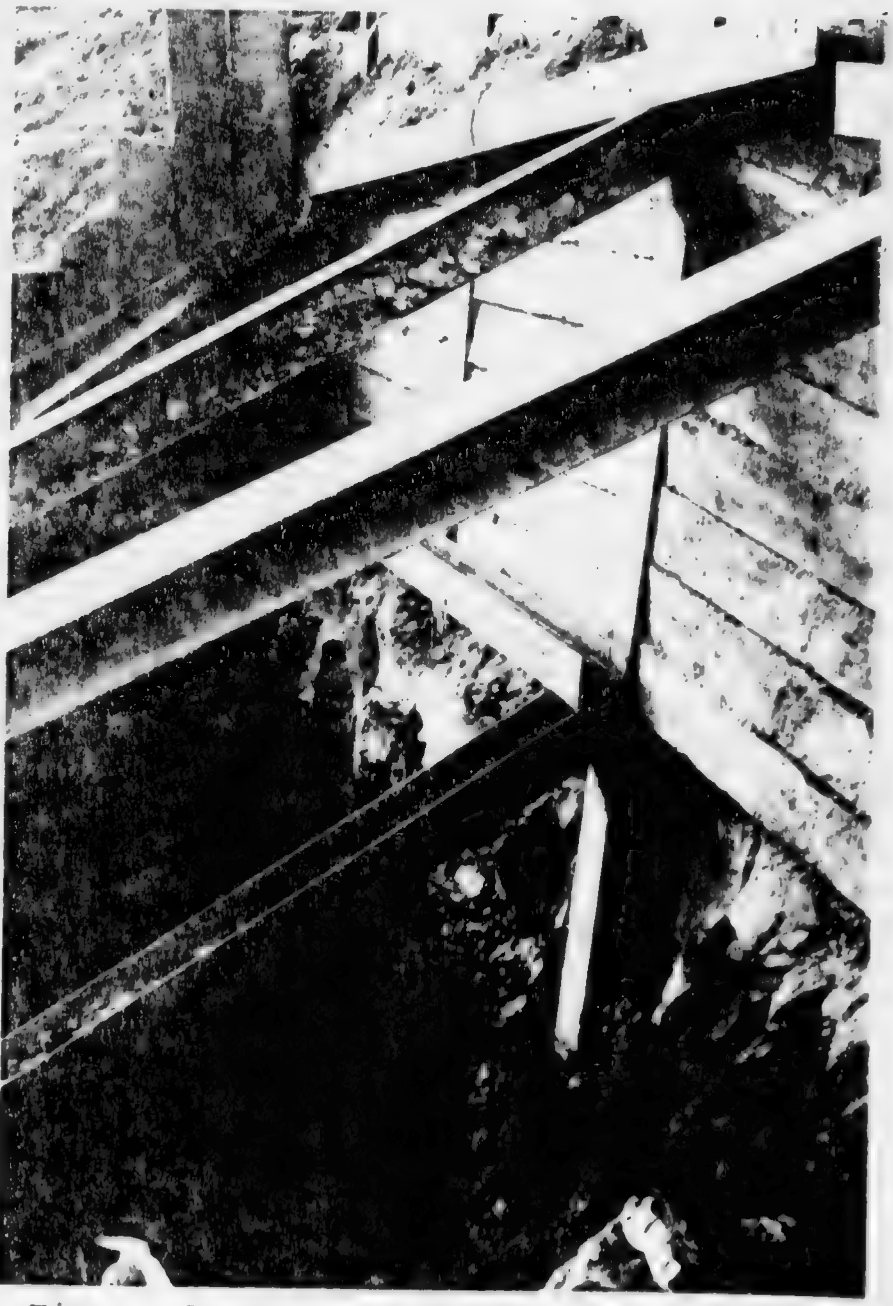


Figure 2 Looking north at bent 2 excavation.

Figure 3 RR bent 2 shoring. Note fractured rock.

9875 - 8N

ROAD DESIGN-HIGHWAY **DES 16**

Bobby D. Johnson
Project Manager

November 19, 1984

Arnold R. "Andy" Anderson, PE
Sign Design Supervisor

Permanent Sign Shop Drawings
Umatilla River (Riverside) Br. & U.P.R.R. U'xing
Oregon-Washington Hwy.
Umatilla County
Contract No. 9875

Attached are three sets of type "U" sign shop drawings for use on the subject project as noted.

Please retain one set for your use in field inspection, forward one set to Don Wackerbarth's office for shop inspection and forward one set to Traffic Safety Supply Company for sign fabrication.

AA:mg

Attach:

cc: C. O. Fredrickson
R. D. Hector

MG

cc: Andy Anderson

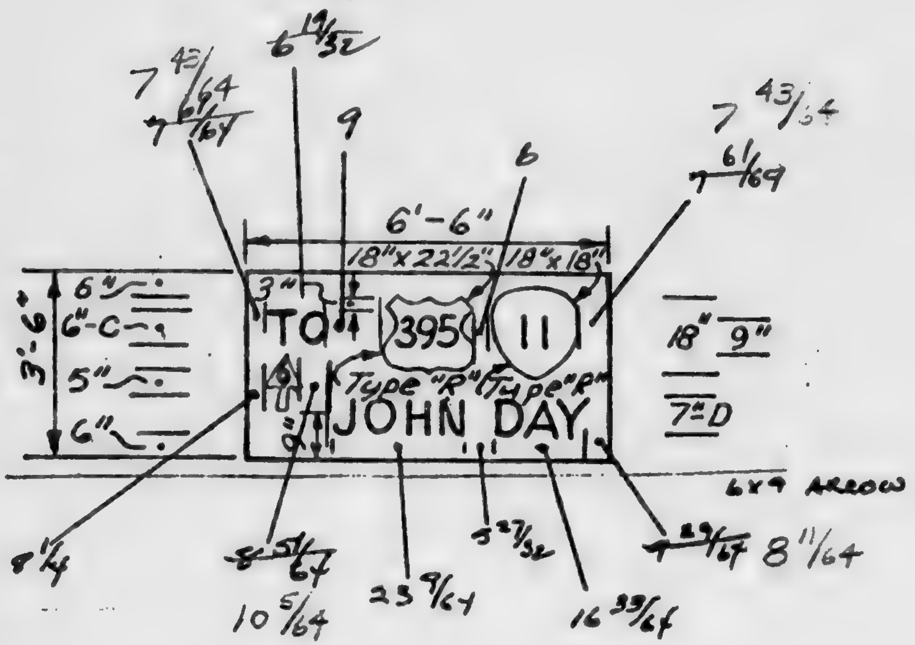
RECEIVED
NOV 19 1984
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

DATE 10/24/84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Type "R"
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6"-C
5"
6"
18"
9"
7"-D
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NOV 1 [illegible] 1984

OREGON STATE HIGHWAY DIVISION
Subject to Section 10 [illegible] of [illegible]
Specifications [illegible] Highway Co[illegible]
BY RO

JOB NAME Umatilla River Br. and UPRR O'xing

CONTRACT NO. 9875

SIGN NO 3

SIZE 6'-6" x 3'-6"

TYPE "U"

LEGEND Reflectorized sheeting cut/out Direct applied

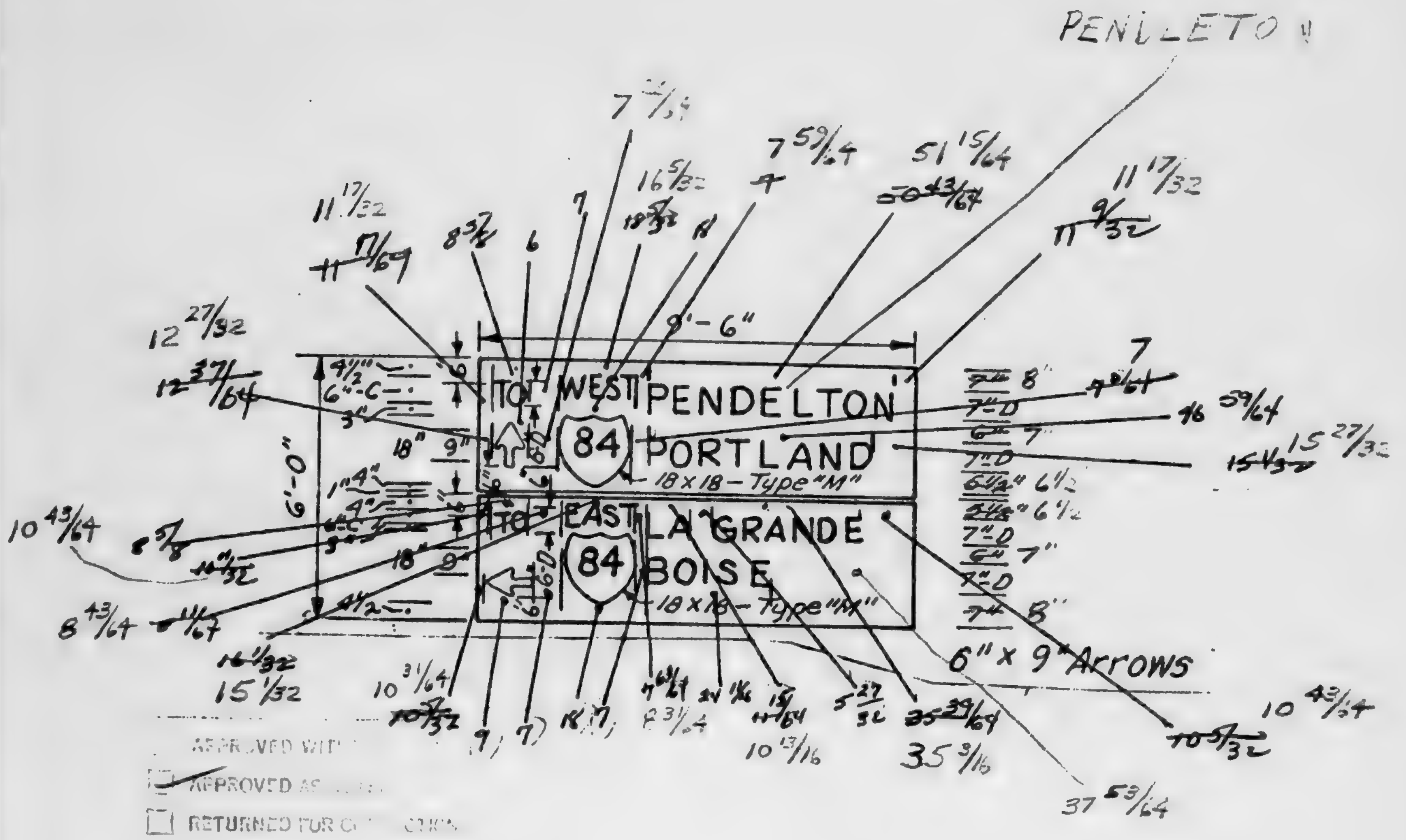
SPACING Oregon

BORDER 1"

CORNERS 6"

TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

DATE 10/24/84


PENLLETON
TO
WEST
PENDELTON
PORTLAND
84
18 x 18 - Type "M"
TO
EAST
LA GRANDE
BOISE
84
18 x 18 - Type "M"
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6'-0"
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4½"
6"-C
3"
18"
9"
1"
4"
18"
9"
4½"
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NOV 16 1984

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of
Specifications for Highway Con
By ORO

JOB NAME Umatilla River Br. and UPRR O'xing

CONTRACT NO. 9875

SIGN NO 4

SIZE 9'-6" x 6'-0"

TYPE "U"

LEGEND Reflective sheeting cut/out Direct applied

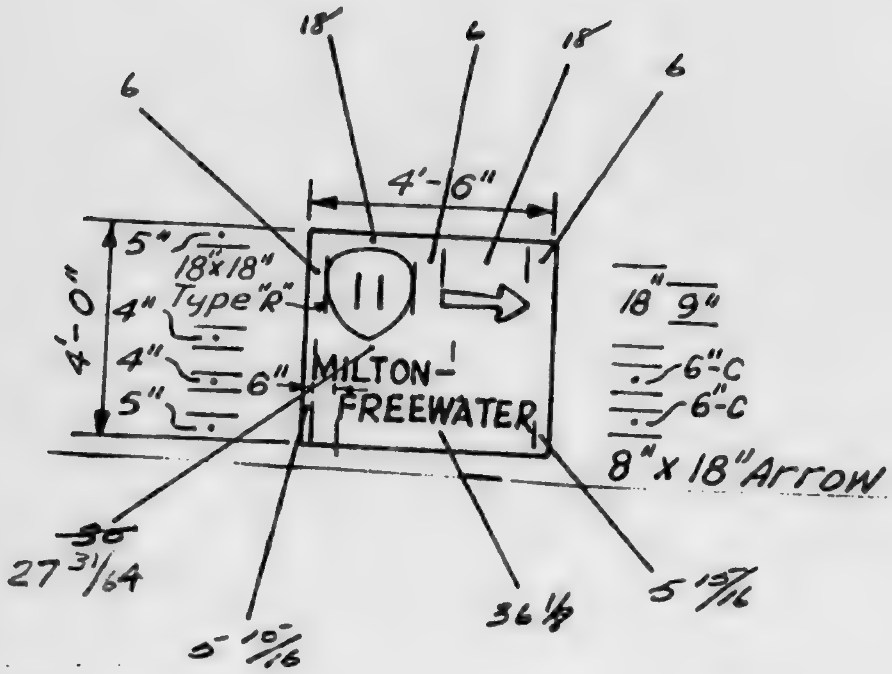
SPACING Oregon

BORDER 1"

CORNERS 9"

TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

DATE 10/24/84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6"-C
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36 1/8
5 15/16

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☑ APPROVED AS [illegible]
☐ RETURN FOR CORRECTION

NOV 1 [illegible] 1984

OREGON S[illegible] DIVISION
Subject to [illegible]
specificati[illegible]
BY ORQ

JOB NAME Umatilla River Br. and UPRR O'Xing

CONTRACT NO. 9875

[illegible] NO 5

SIZE 4'-6" x 4'-0"

TYPE "U"

LEGEND Reflective sheeting cut/out Direct applied

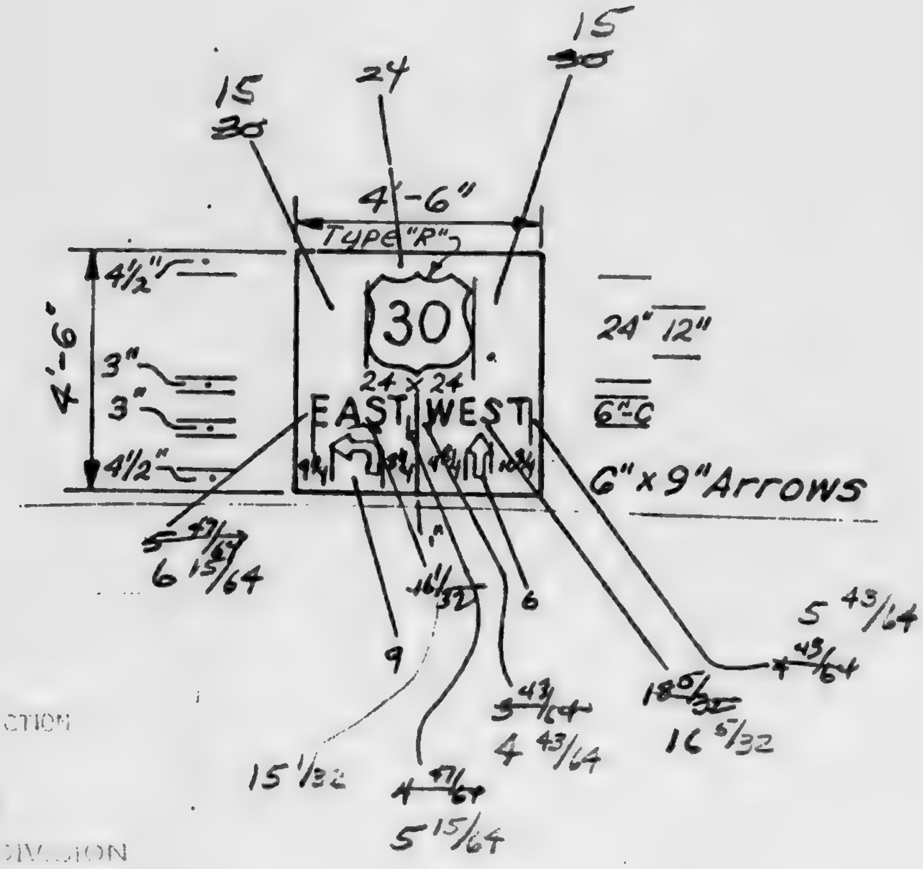
SPACING Oregon

BORDER 1"

CORNERS 6"

SS
TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

DATE 10/24/84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☑ APPROVED
☐ RETURNED FOR CORRECTION

NOV 13 1984

OREGON STATE HIGHWAY DIVISION
Subject to Section 10[illegible]
Specifications for Highway Con[illegible]

APQ

JOB NAME Umatilla River Br. and UPRR O'xing

CONTRACT NO. 9875

[illegible] NO 9

SIZE 4'-6" x 4'-6"

TYPE "U"

LEGEND Reflectorized sheeting cut/out Direct applied

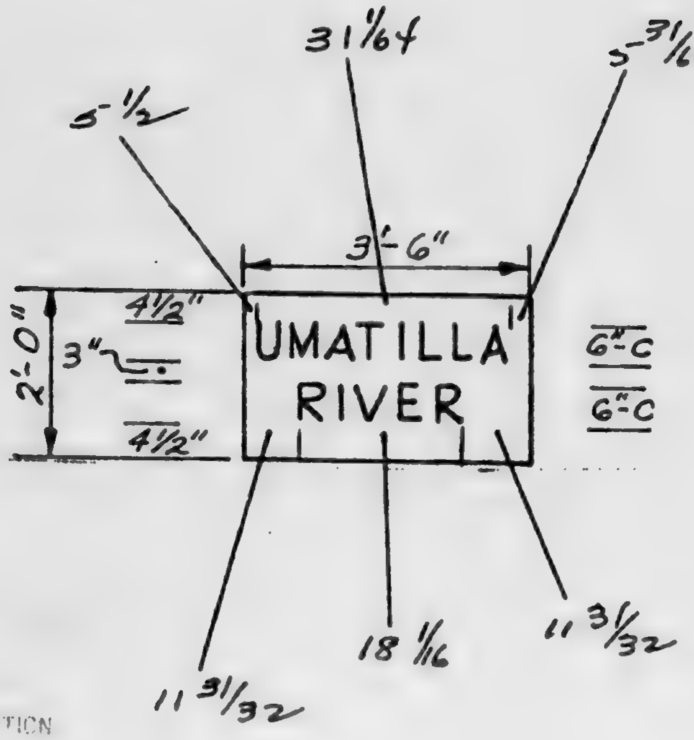
SPACING Assigned

BORDER 1"

CORNERS 6"

TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

DATE 10/24/84


5-1/2
31/64
5-31/64
3'-6"
2'-0"
4 1/2"
3"
4 1/2"
UMATILLA
RIVER
6"-C
6"-C
11 31/32
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11 31/32

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☐ [illegible] CTION

NOV 13 1984

OREGON S[illegible] DIVISION
[illegible]
[illegible]

ARQ

JOB NAME Umatilla River Br. and UPRR O'xing

CONTRACT NO. 9875

[illegible] 8 & 11

SIZE 3'-6" x 2'-0"

TYPE "U"

LEGEND Reflective sheeting cut/out Direct applied

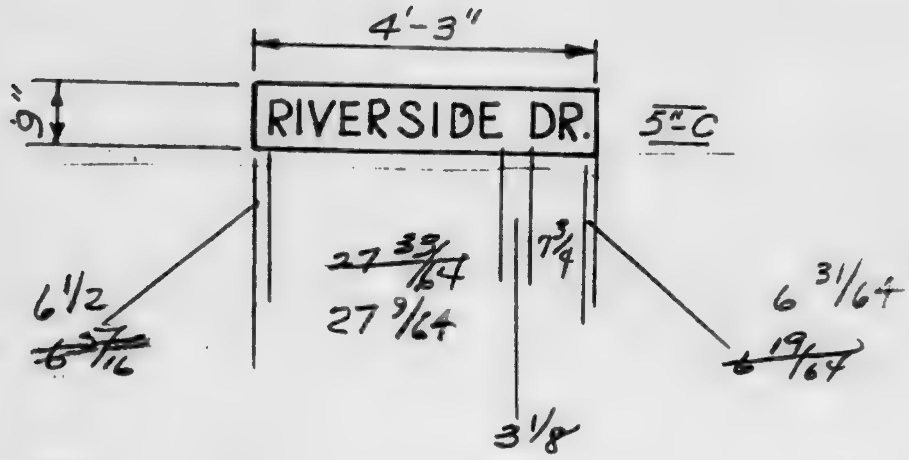
SPACING Oregon

BORDER 1"

CORNERS 3"

TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

DATE 10/24/84


4'-3"
9"
RIVERSIDE DR.
5"C
6 1/2
~~6 5/16~~
~~27 39/64~~
27 9/64
7 3/4
3 1/8
6 31/64
~~6 19/64~~

Lettering One Side

[illegible]
☑ APPROVED
☐ RETURN FOR CORRECTION

NOV 13 1984

[illegible] ON S[illegible]
subject to Section [illegible]
Specifications [illegible]

ARQ

JOB NAME Umatilla River Br. and UPRR O'xing

CONTRACT NO. 9875

SIGN NO 17 - 18

SIZE 4'-3" x 9"

TYPE "U"

LEGEND Reflective sheeting cut/out Direct applied

SPACING Oregon

BORDER 3/8"

CORNERS 1 1/2"

August 14, 1984

CON 5

Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, OR 97303

#9875

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9875 for work on the Umatilla River (Riverside) Bridge and UPRR U'Xing of the Oregon-Washington Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk
Enclosure

cc: Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bob Hector
Bobby Johnson
L. E. George

ROSS BROS. CONSTRUCTION, INC.

GENERAL CONTRACTOR
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

July 31, 1984

Department of Transportation
Highway Building, Rm. 121
Salem, Or. 97310

Re: DBE Participation
Umatilla River (Riverside) Bridge
and UPRR U'XING

Gentlemen:

Our minority participation to meet the contract goals are as follows:

DBA goal of 10% - $265,333.84

Participation - Gervais Construction, Inc.

Bid Item 1 - Mobilization (partial)	- $15,000.00
70 - 120'/125' build tee prestressed beams, furnished and erected (partial)	- $291,500.00
Total	- $306,500.00

Participation - Arrow Bros. Corp.

Bid Item 87 - Remove existing sign installation L. S.	- $ 300.00
88 - Wood sign posts L. S.	- 1,900.00
89 - Type C & R signs in place 78 SF @ 8.00	- 624.00
90 - Type EE signs in place 25 SF @ 10.00	- 250.00
91 - Type M signs in place 5 SF @ 7.00	- 35.00
92 - Type U signs in place 136 SF @ 15.00	- 2,040.00
Total	- $ 5,199.00
Grand Total	- $311,699.00

Sincerely,

WM Farr
W. M. Farr P. E.
Project Manager

RECEIVED
AUG 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

7-15

Pendleton

CITY OF PENDLETON

Community Planning & Building Department
P.O. Box 190 • 34 S.E. Dorion Avenue
Pendleton, Oregon 97801
Telephone (503) 276-1811

July 6, 1984

1 Versteeg ✓
Anderson
2 Trout
Wakerlig

RECEIVE

ROAD D
SECT

Mr. Tom Penner
Oregon State Highway Division
P.O. Box 459
Pendleton, Oregon 97801

Dear Mr. Penner:

At the July 5, 1984, meeting of the Pendleton Planning Commission, a public hearing was held to determine whether the Highway 11 Riverside Bridge plans comply with Pendleton's Flood Hazard Zoning subdistrict regulations. These regulations require that structures within a flood zone cause no undue increase in flood elevations and be protected against flood damage.

After review of the hydraulic information prepared by David Bryson, the bridge plans, the Division of State Lands permit, and the flood zone regulations, the Commission agreed that the bridge will cause slightly less impact on the flood heights (versus the existing bridge) and is adequately designed to protect against flood damage. On that basis, the flood hazard zone development permit was granted.

We appreciate the cooperation and assistance of Oregon State Highway Division personnel in the processing of this permit.

Sincerely,

Mike Hyde

Mike Hyde
Zoning Administrator

MH:mj
cc: C. David Crumpton, City Manager
G. L. Odman, Public Works Director
David G. Lorensen, City Engineer
Bob Hector, OSHD
✓David Bryson, OSHD
Lou Richardson
Division of State Lands

....Home of the World Famous Pendleton Round-Up....

G87

rll

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-BRF-19(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80274

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/5/84	8. FEDERAL ROUTE NUMBER Primary 9	9. STATE ROUTE NUMBER Primary 8

10. GENERAL LOCATION:

Umatilla River (Riverside) Bridge & UPRR U'Xing Section

11. GENERAL DESCRIPTION OF WORK

Relocate railroad lines, signals and communication facilities

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7/5/84 I approve the Agreement with the Union Pacific Railroad Company approved by the Highway Division on October 31, 1983 and you are authorized to proceed with the work under Article IV of the Agreement (Exhibit C) at a TEC of $122,676; Federal Funds $98,140. This approval is contingent upon modification of Project Agreement if additional funds are required.

An approved copy of the Agreement is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 17 '84
REFER TO
Potter
FOR
Info Inves R/D O/R Sign Act File

Orig. to
7/17

14. DATE 7/5/84	15. SIGNATURE OF APPROVING OFFICIAL G. K. H	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9875

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: July 5, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section
ORIGINAL SIGNED BY
GARY A. POTTER

Subject: Railroad Agreement
Project No. FFR-BRF-19(7)
Umatilla River (Riverside) Br. & UPRR U'xing Sec.
Oregon-Washington Highway
Umatilla County

Enclosed for your approval are two copies of a fully executed agreement between the Union Pacific Railroad Company and the State Highway Division on the subject project. This agreement was approved by the Highway Division on October 31, 1983.

I further request the following:

1) Authorization to proceed with work by the railroad concurrent with PS&E approval for the project, at an estimated total cost of $122,676 with federal funds of $98,140.

2) The return of one copy of the agreement approved for our files.

Authorization to proceed as requested will not require an additional obligation of funds at this time for the project.

CL:me
Encl.
cc: R. Trygstad
General Files

Form 734-3122

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-BRF-19(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80274

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 19 '84
REFER TO Potter
FOR

Info	Inter	R/D	D/R	Sign	Act	File

Orig cy att to 7/20

7. DATE AUTHORIZATION EFFECTIVE 7-3-84

8. FEDERAL ROUTE NUMBER Primary 19

9. STATE ROUTE NUMBER Primary 8

10. GENERAL LOCATION

Umatilla River (Riverside) Br. & UPRR O'xing Section

11. GENERAL DESCRIPTION OF WORK

Grade, Pave and Structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 7-3-84

13. REMARKS

After conurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6/29/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,631,840 Federal Funds $2,939,245.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

I concur in the finding of the re-evaluation of the Final Negative Declaration that no significant changes have taken place and the document remains valid.

14. DATE 7-3-84

15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken

16. TITLE [redacted] Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

July 2, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: David B. Carter, Area Engineer

FROM: Jack N. Cartwright
Jack N. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Telephone Facilities Relocation
Pacific Northwest Bell Telephone Co.
Umatilla River (Riverside) Bridge Section
Oregon-Washington Highway
Umatilla County
P.E. Project No. F-19(4)

NOTED
E. S. HUNTER

Dear Mr. Carter:

Confirmation of your verbal authorization for Pacific Northwest Bell Telephone Company (PNB) to proceed with the relocation of their telephone cable facilities in conflict with this project as of June 22, 1984, is requested. An estimate of cost has been received from PNB in the amount of $15,000. The estimate is presently being reviewed by Highway Accounting and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

June 22, 1984, is approved

David B. Carter
David B. Carter, Area Engineer

JNC/nv
~~cc:~~ E. S. Hunter
W. F. Cobine
Robert D. Hector
Bobby Johnson
Harlin Gerlach
Pete Gonzalez

RECEIVED
STATE HWY ENGR
JUL 5 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

SC

#1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-19(4)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80274

2A. COUNTY NAME Umatilla

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-22-84

8. FEDERAL ROUTE NUMBER Primary 19

9. STATE ROUTE NUMBER Primary 8

10. GENERAL LOCATION:

Umatilla River (Riverside) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested by Mr. Potter's letter of 6-22-84 I approve the program change adding to the character of proposed work "Adjustment of Utilities" at a TEC of $25,000 - F.F. $21,425.

RECEIVED
STATE HWY ENGR
JUL 11'84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig. to
7/12

14. DATE 6-22-84

15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken

16. TITLE ~~for~~ Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9875

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

Date: June 22, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. F-19(4)
Umatilla Riv. (Riverside) Br. Sec.
Oregon/Washington Highway
Umatilla County

I request your approval of a program change on the subject project to include in the character of proposed work "Adjustment of Utilities" at an estimated total cost of $25,000 with federal funds of $21,425. This request is based on adjustments for Pacific Northwest Bell.

Authorization to proceed with the actual adjustment of utilities is being requested under separate action.

CL:bkb

Form 734-3122

9875

1

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 7, 1984

In Reply Refer to
File No
DES 23
4697A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Umatilla River (Riverside Drive) Bridge
Riverside Drive - Umatilla River Section
Oregon - Washington Highway
Umatilla County
BR 4697A

In response to the questions you raised in your letter of May 29, 1984, we have the following comments:

The preliminary submittal (Drawing 39397) was in error in that it showed the end fill sloping towards the river from Station L 6+89. Our advance plans submitted to you May 25 did correct this error and move the end fill slope to Station L 7+07. This would provide the required waterway opening as approved in your letter of February 2, 1984.

The river carries some debris. Review with our Region indicates minimal ice flow at the bridge site. The river carries minimal flow during winter time. The existing bridge pier does not indicate any damage or effect from the ice flow. The new bridge piers are provided with rounded noses and are designed to withstand drift and ice flow.

We concur with your letter that the south bank under the existing bridge abutment does exhibit some erosion. For this same reason, the new bridge abutment is located approximately 10 feet away from the bank and the existing abutment. Our Test Holes taken near the new railroad structure and visual observation of the rock outcrop near the bank were used to establish the rock lines at the bridge abutment. The proposed finished grade of the highway structure is approximately 3.5 feet below the existing grade.

KAK:jrb
cc: E. S. Hunter
Gary Potter, Manager, Program Section
R. D. Hector, Region V Engineer

RECEIVED
TECHNICAL SERVICES
JUN 8 '84
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RECEIVED
STATE HWY ENGR
MAY 30 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

May 29, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-19(4)
Umatilla River (Riverside Drive) Bridge #4697A
Umatilla County

We have reviewed Mr. Hart's submittal of May 10 on the Umatilla River (Riverside Drive) Bridge on the Oregon - Washington Highway. The four lane full scale structure is a better solution to the current and future traffic volumes. We feel this is a wise decision under the current circumstances.

There appears to be some inconsistencies in the submittals. The waterway opening for this submittal shows about 200 feet (scaled) at the high water elevation of 1102.5. The old submittal approved in our letter of February 2 shows about 216 feet (scaled) at the same 1102.5 water elevation. The hydraulic report of October 12, 1979 indicates a structure of 210 feet (1755 sq ft below the design high water) is adequate. Does the new proposal have enough waterway?

We have viewed ice flows in the Umatilla River in Pendleton and any design should consider this item for protection of the structure.

In the foundation report of June 28, 1983 several pictures indicate erosion under the abutment of the south bank.

RECEIVED
TECHNICAL SERVICES
MAY 31 '84
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

6-1-84

We could find no drill holes close to the bank to verify the rock lines. Have you addressed this possibility in your proposed design?

We approve the concept you propose in this submittal. Please address by letter the comments we have outlined and proceed with the design.

Sincerely yours,

For J Haskell
Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

9275

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-19(5)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80274

2A. COUNTY NAME Umatilla

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/15/84

8. FEDERAL ROUTE NUMBER Primary 19

9. STATE ROUTE NUMBER Primary 8

10. GENERAL LOCATION:

Umatilla River (Riverside) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 5/14/84 I approve the relocation plan for file #53818 dated 4/26/84 and you are now authorized to proceed with the actual acquisition of the file at a TEC of $10,500, Federal Funds $9,225.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAY 30 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
5/31

14. DATE 5/15/84

15. SIGNATURE OF APPROVING OFFICIAL John H Weisman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9875

BOB HARPER
UMATILLA COUNTY
DISTRICT 57

REPLY TO ADDRESS INDICATED:
☐ House of Representatives
Salem, Oregon 97310
☐ Box 356
Helix, Oregon 97835

COMMITTEES
Vice-Chairman:
Agriculture and Natural Resources
Member:
Business and Consumer Affairs
Transportation

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

RIGHT OF ... ATION
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MAY 22 1984
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May 14, 1984

Fred D. Miller, Director
Dept. of Transportation
Transportation Bldg.
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Fred:

Thank you for your prompt reply to my questions concerning the delays in the Riverside Bridge project.

I was most pleased to be assured that the job could be under contract by this August. Also, I wish to express appreciation for the decision to widen the bridge to a four-lane width. I know many people in the community felt this was a necessary change and are grateful for the cooperation of the Highway Dvision and the Department.

Fred, thank you for your efforts to make the new Riverside Bridge a reality as quickly as possible.

Sincerely,

Bob Harper
State Representative

RECEIVED
TECHNICAL SERVICES
MAY 24 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BRING UP
5/24 1984
JB Boyd

BH/hh

see if R/W unscrambled by above.

Hart - Can make July letting

Versteeg - OK

McNab - OK

Potter - OK

R/W - OK

LETTING OK for July 26

RECEIVED
STATE HWY ENGR
MAY 21 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5-22
cc Hector
Boyd

RECEIVED
DOT DIRECTOR
MAY 16 '84
REFER TO
Coulter cgn.
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

JB cc to above + Miller, Coulter, Hunter, Hector. & Brainerd

May 11, 1984

CON 19

The Honorable Bob Harper
State Representative
Box 356
Helix, OR 97835

I can certainly understand your concern about the announced delay in the Riverside Bridge project. After reviewing the circumstances that led to the delay and discussing possible alternatives with Highway Division personnel, I can report to you that we now expect to have the job under contract by this August.

As it turns out, this was an unusually complicated situation, Bob, mostly because of problems that were encountered in working with the railroad aspect of the project. Last December, when the final layouts for the project were being made, an error was discovered in the railroad alignment, and Highway Division and railroad engineers worked nearly four months in resolving it.

On top of that, a redesign of the bridge became necessary when it was decided that the original 32-foot width was too narrow for an urban area structure. Now, the bridge is being planned for a four-lane width.

There have been other impediments as well that I won't bother you with, but suffice it to say that they have consumed valuable time--leading our personnel to the conclusion that a postponement until October might be indicated. We have, however, been able to tighten up that timeframe almost 90 days by deleting a plan to purchase some additional right-of-way that had appeared necessary as an outgrowth of the alignment problem.

I have advised Highway Division personnel that I want to be kept informed about the project. At this point, I'm optimistic there will be no further delays.

Fred D. Miller
Director

bc H. S. Coulter
E. S. Hunter
W. E. Schwartz
George Bell
J. B. Boyd
Walt Hart
Bob Hector
JBB:GHB:bb fn

BOB HARP[illegible]
UMATILLA [illegible]
DISTRICT 5[illegible]

REPLY TO ADDRESS INDICATED:
☐ House of Representatives
Salem, Oregon 97310
☐ Box 356
Helix, Oregon 97835

COMMITTEES
Vice-Chairman:
Agriculture and Natural Resources
Member:
Business and Consumer Affairs
Transportation

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

April 30, 1984

Fred D. Miller, Director
Dept. of Transportation
135 Transportation Bldg.
Salem, Oregon 97310

Dear Fred:

I read the enclosed news item from the East Oregonian with a great deal of consternation. Keep in mind it was over a year ago that I was assured by the Dept. of Transportation that the bid opening for the Riverside bridge project would be held in Feb. of 1984.

The statements attributed to Mr. Anhorn are not believable. I cannot understand why at this late date it is not perfectly clear to him and the entire state planning section what land is needed for the project and who owns it.

What was the status of the right of way acquisition program when the original Feb. 1984 date was set? Surely at that time the final design had been approved and the necessary right of way rather obvious. If not, why not?

Fred, one of the ironies of this much-delayed project is that you were recently in Umatilla County asking for support of ballot measure number 2. How can the voters of the county support a fund-raising measure giving priority to repair and replacement of bridges when they experience delay after delay in the replacement of a narrow, dangerous bridge? They cannot help but view the project's problems as arising not from lack of funds but from lack of efficient planning by the Dept. of Transportation.

I firmly believe the state needs more money to repair and maintain its highways and bridges. I just as firmly believe the people of Umatilla County deserve better treatment than they have received from the Dept. of Transportation regarding the Riverside bridge project.

I would appreciate it very much if you could explain why this latest ten-month delay is necessary.

Thank you very much for your cooperation in this matter.

Sincerely,

Bob

Bob Harper
State Representative

RECEIVED
DOT DIRECTOR

MAY 3 '84

REFER TO
Bell

FOR

Info	Answ	R/D	D/R	Sign	Act	File
		X				

BH/hh

Encl.

E.O. 4-27-83

Riverside Bridge bids delayed

PENDLETON — A bid opening on the new Riverside Bridge at Pendleton has been postponed to Oct. 25 because more time is needed for right of way acquisition, the Highway Division said today.

Bill Anhorn, regional construction engineer in La Grande, said land is needed for relocation of the Union Pacific Railroad track.

Anhorn said he didn't know how many landowners were involved or the specifics of the situation, and the Highway Division's right of way specialist was unavailable today for comment.

Work with right of way acquisition for the railroad had also delayed the bid opening from February to June, Anhorn said.

In the $3.4 million project on the Umatilla River, the Highway Division will first build a new bridge for the railroad. A new highway bridge will be built and the old structure demolished.

The bridge work should take one year to complete after the contract is awarded, Anhorn said.

9075

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

May 10, 1984

In Reply Refer to
File No.
DES 23
4697A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Umatilla River (Riverside Drive) Bridge
Riverside Drive - Umatilla River Section
Oregon-Washington Highway
BR 4697A

RECEIVED
TECHNICAL SERVICES
MAY 11 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Enclosed are two reduced prints of Drawings 39397 and 34899 which are revised preliminary structure plan and elevation and vicinity map for the subject structure.

In our submittal dated December 19, 1983 we have proposed a structure width of 51'-3½" accomodating a 40-foot roadway width. This roadway width is now being revised to 68-feet to provide four 12-foot lanes, a 4-foot median and two 8-foot standard shoulders. The structure includes 8-foot raised sidewalks on the upstream and downstream sides.

The structure will be built in two stages. The existing structure will carry the traffic during the first stage of construction. In the second stage, the traffic will be moved to the new first stage bridge, the existing structure removed and the second stage construction completed.

Current traffic volume on the highway is 8,000 ADT. This would require a four-lane highway. The traffic volume for Year 2003 is estimated to be 12,800.

The estimated cost of the highway structure is as follows:

New Structure	$ 941,000
Remove Existing Structure	54,000
20% Engineering & Contingencies	200,000
TOTAL	$1,195,000

Form 734-3122

Alternate steel structure is estimated to cost $2,000,000.

We request your approval of our preliminary plans.

KAK:jrb
Enclosures
cc: E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1
R. D. Hector /w/ 2
Bobby Johnson, Project Manager /w/ 2
Cam Gilmour /w/ 1
John Grassman /w/ 1
Roger Trygstad /w/ 1

9875

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 8, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. F-19(5)
Item No. 80274
Umatilla River (Riverside) Bridge
Umatilla County
Oregon-Washington Highway

I request authorization to proceed with the actual acquisition of Files Nos. 53808, 53818 and 53877 at an estimated total cost of $37,500, with an obligation of $33,056 in Federal funds. The area to be acquired is as outlined in red on the enclosed sketch map.

I also request your approval of the enclosed relocation plan on File No. 53818 which will require replacement sites for two trailer houses. The relocation plan indicates that replacement sites are available and no difficulty will be encountered in moving the trailers.

RHZ:pf
Attachment

cc: B. Boyd
D. Aman
General Files ✓

Form 734-3122

9875 8w

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: April 20, 1984

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Umatilla River (Riverside) Bridge
and UPRR Undercrossing
Umatilla County

This project calls for a two-lane replacement of the Umatilla River Bridge and a widening to three lanes north of the bridge for a short distance. The design provides for future widening of the bridge to four lanes and future widening of the northerly section to four lanes, also. Current traffic volume on the highway is 8,000 ADT.

I have advised our designers and, by copy of this memo am advising the Bridge Section and the Region office, that we will expand the project to construct a four-lane bridge over the Umatilla River and a four-lane section northerly of the bridge. The total estimate for this four-lane widening is $3,100,000, still less than the $3.5 million currently programmed for the project. This alternative has the obvious advantage of only disrupting traffic in this area and businesses in this area one time. Staging methods for bridge construction will be improved and will be less costly. The work can be funded at this time and we can maintain our contract letting schedule, within reason. The contract is scheduled for letting now on June 28. We propose a July 12 letting for this job, depending on right-of-way clearance with the railroad. Right-of-way clearance is estimated to take from three to six months.

We discussed the possibility of constructing the four lanes between the Umatilla River and the Pendleton Highway, but at this time an approved plan for that realignment is not at hand and additional right-of-way would probably have to be acquired, adding further delay to this bridge replacement project. The four-lane section will be limited to the Riverside Bridge and north.

DRA:ja

sent - 4-25-84 ja.
cc Bob Hector
Walt Hart
Gary Potter
Steve Macnab

1 Versteeg ✓
Anderson
4 Adams
[illegible]
Edwards
Turpin
2 Prout
3 Wakefield

RECEIVED
ROAD DESIGN SECTION

Do...
Return to...
Bring Up...
Action...

Don "excellent"! JHW

81-125-1387

Umatilla Riv. (Riverside) Br.

1978 7,500 ADT
1988 Projected 9000 ADT

From Ron Wolf 3-7098
1982 8,000 ADT

6,000 to 10,000 warrents 4 Lane

Obligation to ~~FHWA~~ Schedule $ 3,500,000

2 Lane - 2,630,000

4 Lane - 3,110,000
(2 Lane connection to
Pendelton Hwy.)

I talked to Wayne Cobine, he advised that there is no problem with funding if we pospone Const.

9875

8N

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
Final Design Engineer

DATE: April 16, 1984 DES 23
4697A

FROM: ORIGINAL SIGNED
JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Umatilla River (Riverside Drive) Bridge
Riverside Drive - Umatilla River Section
Oregon-Washington Highway
Umatilla County
BR 4697A

Norm Henry of your office has requested comparative costs for the subject structure utilizing a 2-lane structure and a 4-lane structure. The additional cost of a 4-lane structure over a 2-lane structure is approximately $370,000 ($1,194,000 versus $827,000). The 4-lane structure requires two-stage construction. The existing structure does not require temporary lateral relocation, as is the case of the proposed 2-lane structure.

The 2-lane structure design is complete and the drawings will be completed in the next week or so. It would take an additional three weeks design time and six weeks detailing time if the plans are to be revised to accomodate the four lanes.

KAK:jrb

Attachments

cc: Norm Henry, Final Design

1 Versteeg ✓
Anderson A
2 Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 17 1984
ROAD DESIGN SECTION

Do Not File
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Action

9875 8 ✓

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

April 11, 1984

J. H. Versteeg
Road Design Engineer

Files 53808, 53818 & 53877
Umatilla River (Riverside) Br.
& U.P.R.R.-O'Xing
Oregon-Washington Highway
Umatilla County

Attached are descriptions (3 files), an authorization and right of way prints covering additional right of way required for the subject project.

By: JBS
J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

9279

RAILROAD COMPANIES
FILE No. 1170

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On November 9, 1983, approved an agreement with the Union Pacific Railroad to replace Umatilla River (Riverside) Bridge and UPRR Overcrossing Section of Oregon-Washington Highway in Umatilla County. Railroad to pay the Highway Division for certain work to be done on railroad improvements during the State's construction project in the amount of $65,000. ODOT Agreement #RR1140.

2) On February 28, 1984, approved Supplemental Agreement No. 8 to the Justice Center Project Management Agreement with Multnomah County.

3) On February 28, 1984, approved a personal service contract with Fleshman Frontiers to provide a rewrite of the computer program necessary for the 1985 cost responsibility study beginning March 1, 1984, and ending July 31, 1984. Cost not to exceed $20,000.

Dated this 21 day of March, 1984

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
for STATE HIGHWAY ENGINEER
Date 3/15/84

3/23/84 [illegible]

9875

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-19(4)
Umatilla River (Riverside Dr)
Bridge (Br #4797A)

Date: February 2, 1984

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
ATTN: Mr. Walt Hart, Bridge Engineer
Salem, Oregon

NOTED
E. S. HUNTER

We have reviewed Mr. Hart's letter of December 19 and subsequent estimates comparing concrete and steel alternates for the Umatilla River (Riverside Drive) Bridge. We agree that the bulb "T" construction is considerably cheaper then a steel alternate. We also agree with the revision to a 40 foot roadway providing for two 12-foot lanes with 8-foot shoulders and an 8-foot upstream sidewalk.

The proposed 8-foot shift of the old structure downstream to facilitate replacement construction in phase one appears to us acceptable provided considerable care is exercised during the jacking operation.

Please proceed with your proposal as outlined.

For Dale E. Wilken

cc:
OSHD (W Hart)

RECEIVED
TECHNICAL SERVICE
FEB 3 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
FEB 3 '84
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

9875

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 11

RECEIVED
STATE HWY ENGR
JAN 20 '84
REFER TO
FOR
Info	Inves	R/D	D.R.	Sign	Act	F

TO: H. S. Coulter
State Highway Engineer

DATE: January 17, 1984

FROM: Donald R. Adams, P.E.
Final Design Engineer

SUBJECT: Soil and Water Conservation District Letter
Umatilla River (Riverside) Bridge
Pendleton

As part of this project, a short section of the Pendleton Highway at the Oregon-Washington Highway Intersection is to be rebuilt. A continuous left-turn lane will be added and a drainage problem corrected.

The drainage problem basically involves a large amount of water and mud flowing onto the highway during heavy rains. The mud (topsoil from nearby farms) must be cleaned up quickly by Maintenance to prevent (reduce) hazardous driving conditions. The "ideal solution" was to provide a settling pond to store the mud for later cleanout by Maintenance Forces, while allowing the cleaner water to pass to the river. Right-of-way restrictions and settlement pond size requirement conflicts prevented this. A proposed drainage system would carry the water and mud under the highway to the Umatilla River as we would normally handle any stream flow.

This is okay for the water, but a definite problem with the mud being carried in a storm drain directly into the river. We do not believe that either DEQ or the Fish and Wildlife Department would tolerate a "fresh source" of mud reaching the river.

At our request, Region 5 contacted the representatives of the Soil and Water Conservation District (SWCD) for help in reducing the mud from a nearby farmland. We understood that the SWCD would construct a dike to eliminate or reduce the loss of topsoil and thereby reduce the mud reaching us. A reference to the dike in the permit request to the Division of State Lands resulted in the subject letter from SWCD.

What we have is a condition that poses a safety hazard to motorists (muddy road) and a maintenance requirement to clean the road. We have a farmer who is letting his topsoil go down the creek, with a SWCD that has no funds to do more than advise the farmer to take action to reduce his loss and our problem. And there is the environmental interest that we expect will strongly object to silting of the Umatilla River.

____ [illegible] ________
____ Anderson ________
__1__ Adams ________
____ Macnab ________
____ [illegible] ________
____ Turpin ________
____ Trost ________
____ [illegible] ________
81-123-1387

RECEIVED
JAN 24 1984
ROAD DESIGN SECTION

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Bring Up ________
Action ________

A third proposal from Region 5 is being reviewed in Final Design. It will reduce the degree of OSHD problems and should eliminate any difficulties with environmental interests. The Oregon Department of Transportation will not build a terrace on the farmers' field as suggested by SWCD to preserve his topsoil as the dike is not needed to "make the water drain system work". I believe this latest proposal will allow the permit process to continue while providing a partial solution to Region 5's maintenance problem.

The copy of the letter we received was directed to the Division of Soil and Water and should reach us formally as part of a response from the Division of State Lands clearinghouse review. No response should be necessary.

DRA:kkr

cc: J. H. Versteeg
Norm Henry

UMATILLA COUN

Soil and Water Conservation District

1229 S.E. Third
PENDLETON, OREGON 97801

January 4, 1984

Charles Liles, Director
Division of Soil and Water
635 Capital St. N. E.
Salem, Oregon, 97310-0110

Dear Chuck:

We reviewed the attached application from the State Highway Division. The return date was December 10, 1983 but we decided to respond even at this late date.

Our area of concern is in Item 14, remarks: The Soil Conservation Service is not constructing a field terrace on the farmland to the south of the project. They are providing technical assistance to the landowner who makes the final decision on the extent of the terrace system he will install. We do not believe the landowner is guaranteeing that when the terrace is installed only storm water will enter the river, as the last sentence states.

We believe the State Highway Division should design a storm water drain system to handle whatever frequency storm they generally design for in a situation like this. If the terrace system is needed to make the water drain system work, then the state should be helping to pay for it, and it should be a part of their plans and specifications.

In any case, it is important they understand, the Soil Conservation Service is not constructing a terrace.

Sincerely,

Henry Kopacz
jms

Henry Kopacz, Chairman
Umatilla County SWCD

cc: Fred Miller, Dir., Salem
    Harlin Gerlach, LaGrande

Please bring me up to date on this

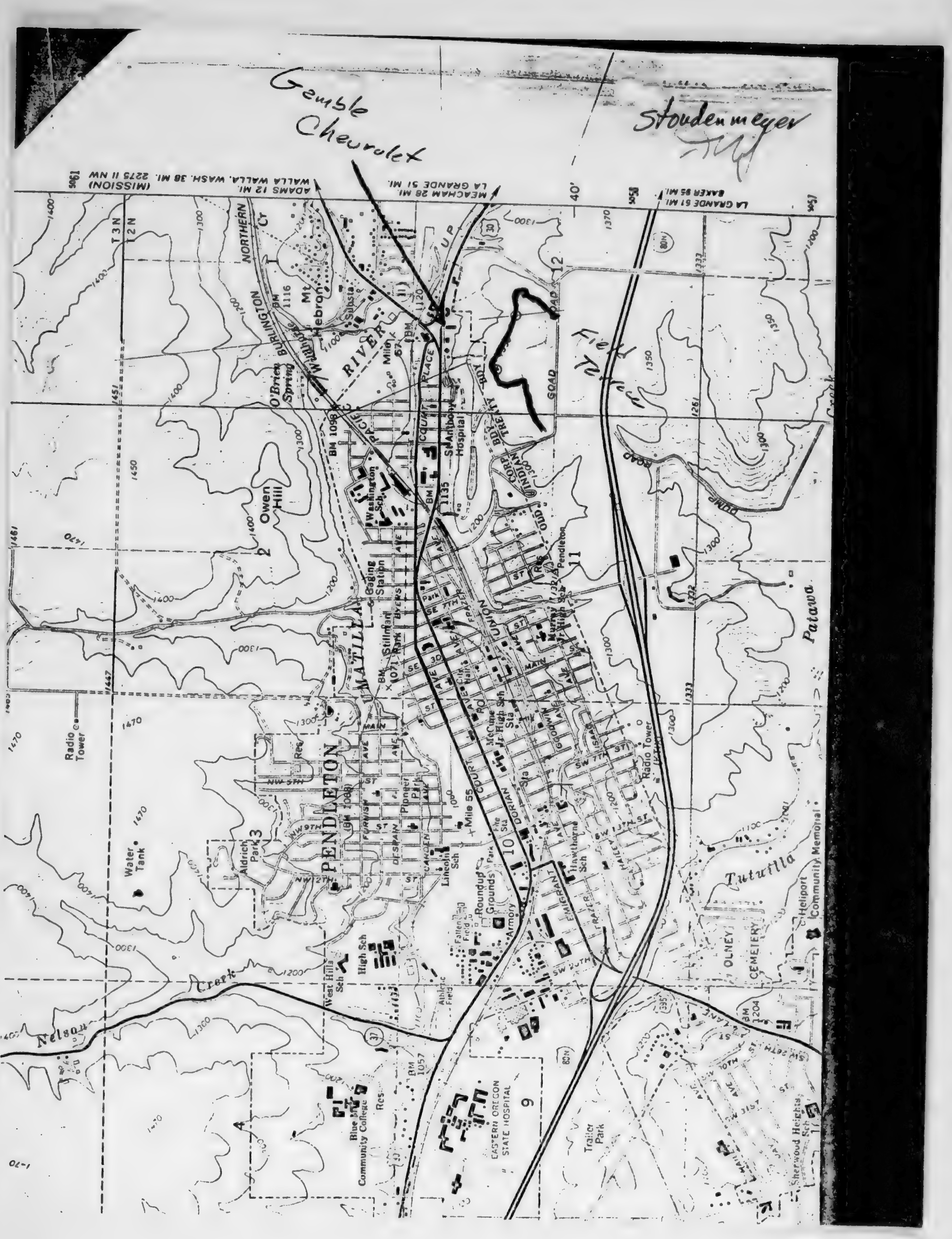
RECEIVED
JAN 12 1984
ROAD DESIGN SECTION

1 [illegible]
2 Anderson
[illegible]
[illegible]
[illegible]
[illegible]
3 Trout
[illegible]

Do not File
Return to
Bring Up 1-A-84
Action

RECEIVED
STATE HWY ENGR
JAN 11 '84
REFER TO Don Adams ?
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
JAN 9 '84
REFER TO Coutts
FOR
Info | Inves | R/D | D/R | Sign | Act | File



Gemble Chevrolet

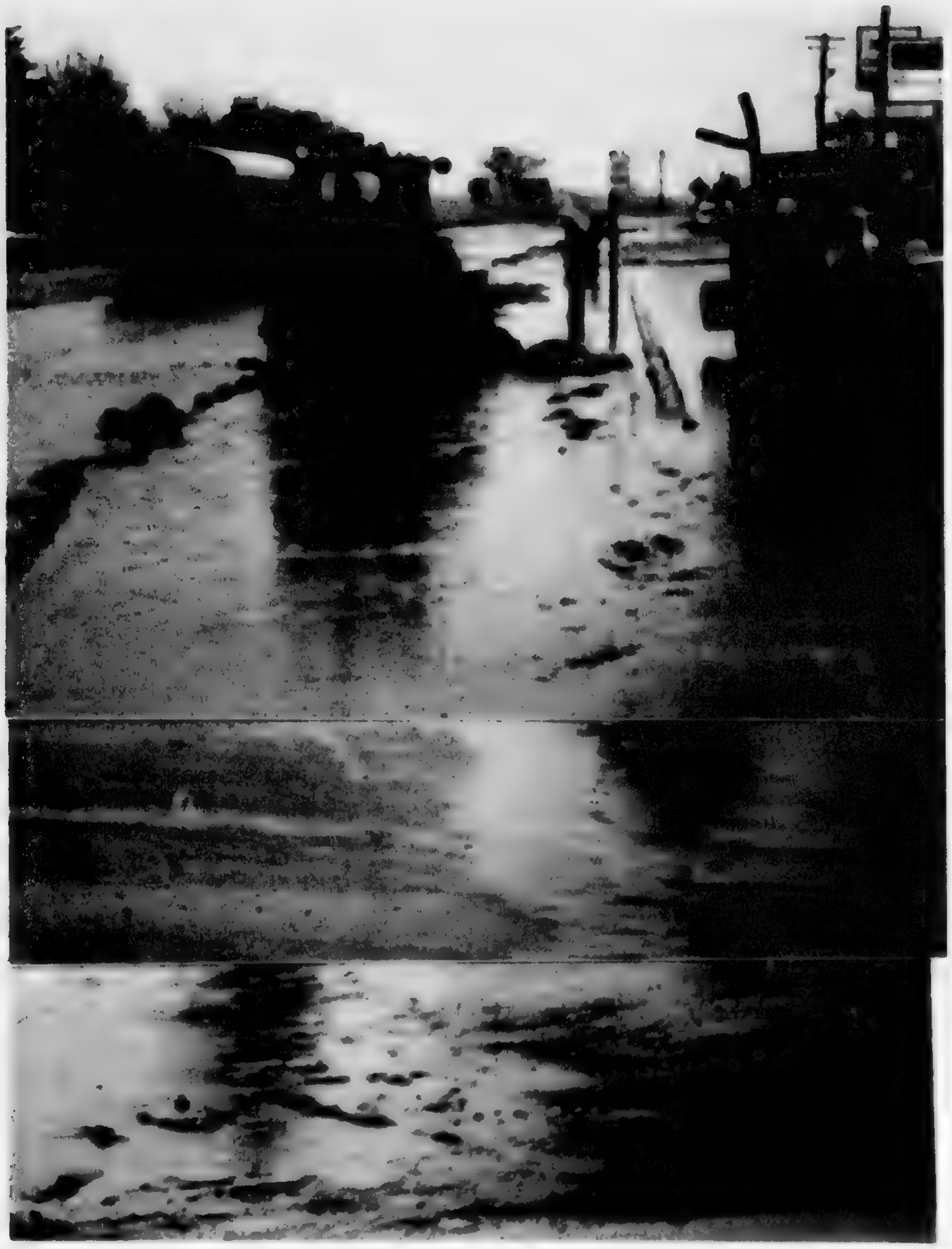
Stoudenmeyer

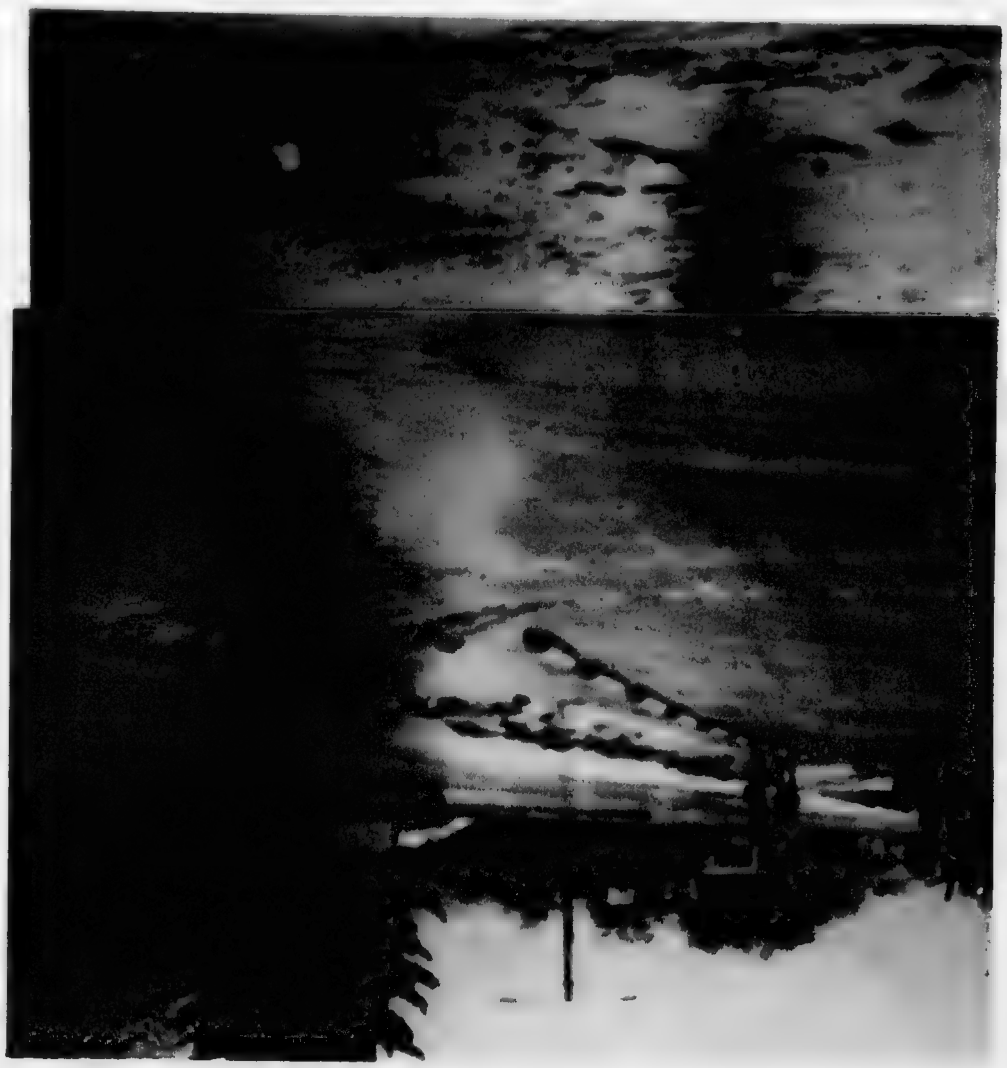
Field Terrace

PENDLETON
ADAMS 12 MI.
WALLA WALLA, WASH. 38 MI.
(MISSION)
LA GRANDE 51 MI.
MEACHAM 28 MI.
LA GRANDE 51 MI.
BAKER 85 MI.
NORTHERN
BURLINGTON
Mt Hebron
RIVER
UMATILLA
O'Brien Spring
Owen Hill
St Anthony Hospital
Washington Sch
Gaging Station
Stillman Park
Pioneer Park
Lincoln Sch
Mile 55
McCune Jr High Sch
Roundup Grounds
Armory
Hawthorne Sch
Murray Jr High Sch
Radio Tower
Water Tank
Aldrich Park
West Hills Sch
High Sch
Athletic Field
Nelson Creek
Blue Mt Community College
EASTERN OREGON STATE HOSPITAL
Trailer Park
Sherwood Heights Sch
OLNEY CEMETERY
Community Memorial
Heliport
Tutuilla
Patawa Creek
INDIAN
CORP BDY
TREATY BDY
ROAD
COURT
EMIGRANT
MAIN
DORIAN

1-70

The following
Document(s)
are
Photographs





3-4-93 (Riverside B..)

[illegible] along

Flood in the [illegible] in front of Service Sta

4

3

2-4-83 (Riverside Br.)
Pendleton Ave
Looking west from Chevrolet Parking Lot

⑤

④

③

3-4-83 (Riverside B.)

Pendleton Hwy.

water in Hwy in front of Gerkers Grocery.

5

4

3

9875

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-19(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 80274

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-16-84

8. FEDERAL ROUTE NUMBER Primary 19

9. STATE ROUTE NUMBER Primary 8

10. GENERAL LOCATION:

UMATILLA RIVER (RIVERSIDE) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change -- See below

13. REMARKS

As requested in Mr. Potter's December 30, 1983 letter, I approve the revised Preliminary Engineering costs to a TEC of $224,800; Federal Funds $192,795.

(Increase TEC $64,000; Federal Funds $54,892)

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to
1/24

14. DATE 1-16-84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9875

TRH 7-10

STATE OF OREGON

INTEROFFICE MEMO

TRA 16-1

Highway - Traffic

TO: W. J. Hart
Bridge Engineer

DATE: January 11, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Umatilla River (Riverside) Bridge
& Union Pacific Railroad Undercrossing Section
Oregon-Washington Highway
Umatilla County
Proposed Illumination

NOTED
H.S.COULTER

We have reviewed the subject project for roadway illumination.

A copy of the necessary State Highway Engineer's approval is attached to install illumination on the Oregon-Washington Highway at the intersection of the connection.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

VLT:dc
Attachment

cc: H. S. Coulter
E. S. Hunter
D. R. Adams
G. A. Potter
R. D. Hector

RECEIVED
STATE HWY ENGR
JAN 12 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

[illegible] 7-10

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic TRA 16-1

TO: H. S. Coulter
State Highway Engineer

DATE: January 9, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Umatilla River (Riverside) Bridge
& Union Pacific Railroad Undercrossing Section
Oregon-Washington Highway
Umatilla County
Proposed Illumination

We have reviewed the subject project for roadway illumination.

We recommend that illumination be installed on the Oregon-Washington Highway at the intersection of the connection due to the grade and the Union Pacific Railroad undercrossing. The Region agrees that illumination at this location would be of benefit.

The City of Pendleton has existing illumination on wood poles at the intersection with the Pendleton Highway which should be relocated.

We request your approval to construct this illumination as recommended.

L E George

L. E. George
Traffic Engineer

VLT:dc

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STATE HWY ENGR
JAN 6 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 1-9-84

1/9 TA#

81-125-1387

Contains Recycled Materials

1984 Umatilla R. (Riverside) Br, 9875
& U.P.R.R. Sec, OR-WA Hwy. in
Pendleton. (gr, pav, str, sig, ill) #1

7875

2

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Umatilla Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Umatilla River (Riverside Drive) Bridge

REGION: 5

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	4	30-1948	12-20-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 50,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		100	934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		26,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		41,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		3,600
906 BRIDGE DESIGN		34,000	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		2,000	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		14,300	923 ENVIRONMENTAL SECTION		14,300	950 TRAINING		2,100
910 REGION GEOLOGIST		3,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,700	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		1,000	926 FOUNDATION		6,500	980 PUBLIC HEARING		8,700
913 RIGHT-OF-WAY LIAISON		2,000	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		9,300	932 RAILROAD & UTILITIES		1,700			

TOTALS	$	$ 224,800
PREVIOUS AUTHORIZATION		$ 160,800
ADD. AUTH. REQUIRED		$ 64,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-19(4)

LOCATION ENGINEER'S REMARKS

Design approval 9-11-80

1 Versteeg ✓
Anderson
Adams
Macnab
2 ~~Stoudenmeyer~~ Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

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Bring Up ..../..../....
Action

Bring-up

PREPARED BY D. Berg	DATE 2-7-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9-11-80 1-16-84	

734-1914 (7-82)

497

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
4697A

December 19, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
DEC 20 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Umatilla River (Riverside Drive) Bridge
Riverside Drive - Umatilla River Section
Oregon-Washington Highway
Umatilla County
BR 4697A

Enclosed are two reduced prints of Drawings 34935 and 34899 which are the revised preliminary structure plan and elevation and vicinity map for the subject structure.

In our submittal dated August 4, 1983, we had proposed a structure width of 43'-7" accomodating a 32-foot roadway width. This roadway width is now being revised to 40-foot to provide two 12-foot lanes and two 8-foot standard shoulders. The 32-foot roadway would have provided 4-foot substandard shoulders. The structure includes an 8-foot sidewalk on the upstream side.

In order to provide for traffic and build the new structure upstream and adjacent to the existing bridge in one stage, the existing bridge needs to be shifted approximately 8-foot downstream. This will require temporary supports at all bents. The end spans need to be extended to meet the end fills.

Due to the conflict of the new highway bridge bent with the existing railroad bridge abutment and its embankment, the shifting of the existing bridge and construction of the proposed bridge will be delayed until the new railroad bridge is built and the existing railroad bridge is removed.

The bridge will be designed to allow for future widening to four lanes with an additional 8-foot sidewalk on the downstream side.

Form 734-3122

The estimated cost of the highway structure is as follows:

New Structure	$657,000
Relocate Existing Structure	65,000
Remove Existing Structure	54,000
20% Engineering & Contingencies	155,000
TOTAL	$931,000

We request your approval of our preliminary plans.

KAK:jrb

Enclosures

cc: ✓E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1
R. D. Hector /w/ 2
Cam Gilmour /w/ 1
John Grassman /w/ 1
Roger Trygstad /w/ 1

9875

8 N

ROAD DESIGN SECTION 378-6558 ROW 3-1

Adele L. Egan, Supervisor
Right of Way Office Unit

December 2, 1983

W. H. Wakerlig
R/W Descriptions Supervisor

File 51979
Umatilla River (Riverside Bridge) Section
Oregon-Washington Highway
Umatilla County

Verstoeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
DEC 2 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

As we discussed, this file is delayed pending receipt of additional field ties to the railroad. We are unable to compute the area of taking until inconsistencies in the railroad traverse are resolved.

There will be at least one additional file involving railroad realignment that is also dependent on this field work.

Descriptions will be finalized when possible.

I have retained file 51979 in my office.

WHW:rlr

9875

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: December 1, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 39
Crossing No. 2A-217.14-B

NOTED
H.S. COULTER

Attached is a copy of Order No. 83-750 issued by the Public Utility Commissioner on November 28, 1983, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
H. W. Oswald
R. D. Hector - Please give copy to Proj. Mngr.
W. J. Hart
J. L. Sollis

RECEIVED
STATE HWY ENGR
DEC 2 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

ORDER NO. 83-750

ENTERED November 28, 1983

PUC CROSSING NO. 2A-217.14-B
DOT CROSSING NO. 809 026 S

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 39

In the Matter of the Application of STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter a separated crossing of Oregon-Washington Highway and Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Main Line, in Pendleton, Umatilla County, Oregon.	ORDER

On August 5, 1983, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing undercrossing of the Oregon-Washington Highway (Route 11), a highway under its jurisdiction, and the main track and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Main Line, in Pendleton, Umatilla County, Oregon.

Copies of the application and responses thereto were duly served upon Union Pacific Railroad Company, City of Pendleton, Umatilla County, Pendleton Community TV System, and applicant. No objection has been made by any party to the granting of the application.

The Oregon-Washington Highway lies in a northeast-southwest alignment at the undercrossing. The existing undercrossing is an older structure with restricted side clearances and a vertical clearance of 14 feet 9 inches. Average daily vehicular traffic utilizing the undercrossing is approximately 7,600.

Applicant proposes to alter the existing undercrossing and replace it with a new structure. The highway will be shifted approximately 30 feet, to the east, but parallel with the existing roadway. The railroad track will be relocated approximately 20 feet, to the south, but parallel with its present location. The new undercrossing structure will provide a minimum vertical clearance of 17 feet. The new structure will permit future expansion of the roadway without additional alteration of the undercrossing structure.

Due consideration has been given to all representations in the application and the responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and files of the Commissioner, it is found that the alteration of the undercrossing requested herein is required by the public safety, convenience, and general welfare and that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. Authority to replace the existing undercrossing structure with a new undercrossing structure located approximately 20 feet southerly and 30 feet easterly of the existing structure as requested herein is hereby granted.

2. Applicant shall:

    a. Construct the undercrossing structure in accordance with Oregon Department of Transportation Drawing No. 38494, Sheet 1, dated June 1983, and bear all the cost thereof;

    b. Bear all the cost of realigning the track in excess of $65,000;

    c. Maintain all highway appurtenances to the undercrossing structure, and bear all the cost thereof;

    d. Bear all the cost of damage to the undercrossing structure caused by motor vehicle traffic on the highway; and

    e. Maintain the undercrossing structure, up to the bottom of the beams except for the beam-bearing assemblies, and bear all the cost thereof.

3. Union Pacific Railroad Company shall:

   a. Realign the track as necessary for the new undercrossing structure, and bear $65,000 of the cost thereof; and

   b. Maintain the undercrossing structure above the bottom of the beams plus the beam-bearing assemblies, railroad track, railroad drainage, and all railroad facilities, and bear all the cost thereof.

4. Each party shall notify the Commissioner upon completion of its portion of the project.

Upon completion of the project, the undercrossing structure shall have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner.

Made, entered, and effective 11/28/83.

JOHN J. LOBDELL
Public Utility Commissioner

7875 8

ROAD DESIGN - HIGHWAY DES 16

R. D. Hector
Region Engineer

November 21, 1983

Donald R. Adams, P.E.
Final Design Supervisor

Umatilla River (Riverside) Br. & UPRR U'xing Sec.
Oregon - Washington Hwy.
Umatilla County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9245-00	Ore.-Wash. Hwy.	12' Lt.	Profile Grade
9245-01	" " "	"	Subgrade
9245-02	" " "	"	Profile Grade
-03	" " "	"	Subgrade
-04	" " "	12 Rt.	Profile Grade
-05	" " "	"	Subgrade
-06	" " "	"	Profile Grade
-07	" " "	"	Subgrade
-08	" " "	Centerline	Profile Grade
-09	" " "	"	Subgrade

DRA:mg

Attachments

cc: Norm Henry

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 10 1983
ROAD DESIGN
SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

In Reply Refer to
File No.
Do Not File ☐
Return to
Bring Up
Action

November 10, 1983

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: General Permit for Fills in Navigable Waters

Section: Umatilla River (Riverside) Bridge
Highway: Oregon-Washington
County: Umatilla

This letter, with the attached drawings, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

The Highway Division proposes to replace the existing bridge over the Umatilla River on the Oregon-Washington Highway in Pendleton, Oregon. The proposed bridge will be a two-span concrete bridge with the middle concrete footing setting on rock. Approximately 80 cubic yards of riprap will be placed around the footing to prevent erosion.

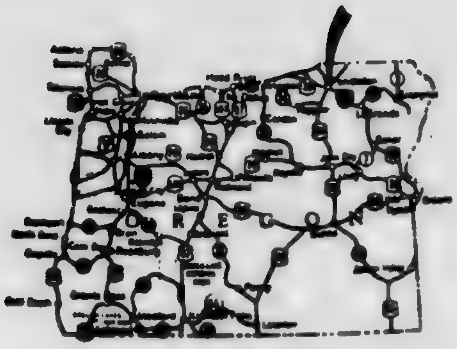
On the slope under the northerly end of the new structure it is proposed to place approximately 400 cubic yards of riprap and approximately 30 cubic yards of filter blanket for protection against erosion. The southerly slope under the bridge is rock and will not need protection.

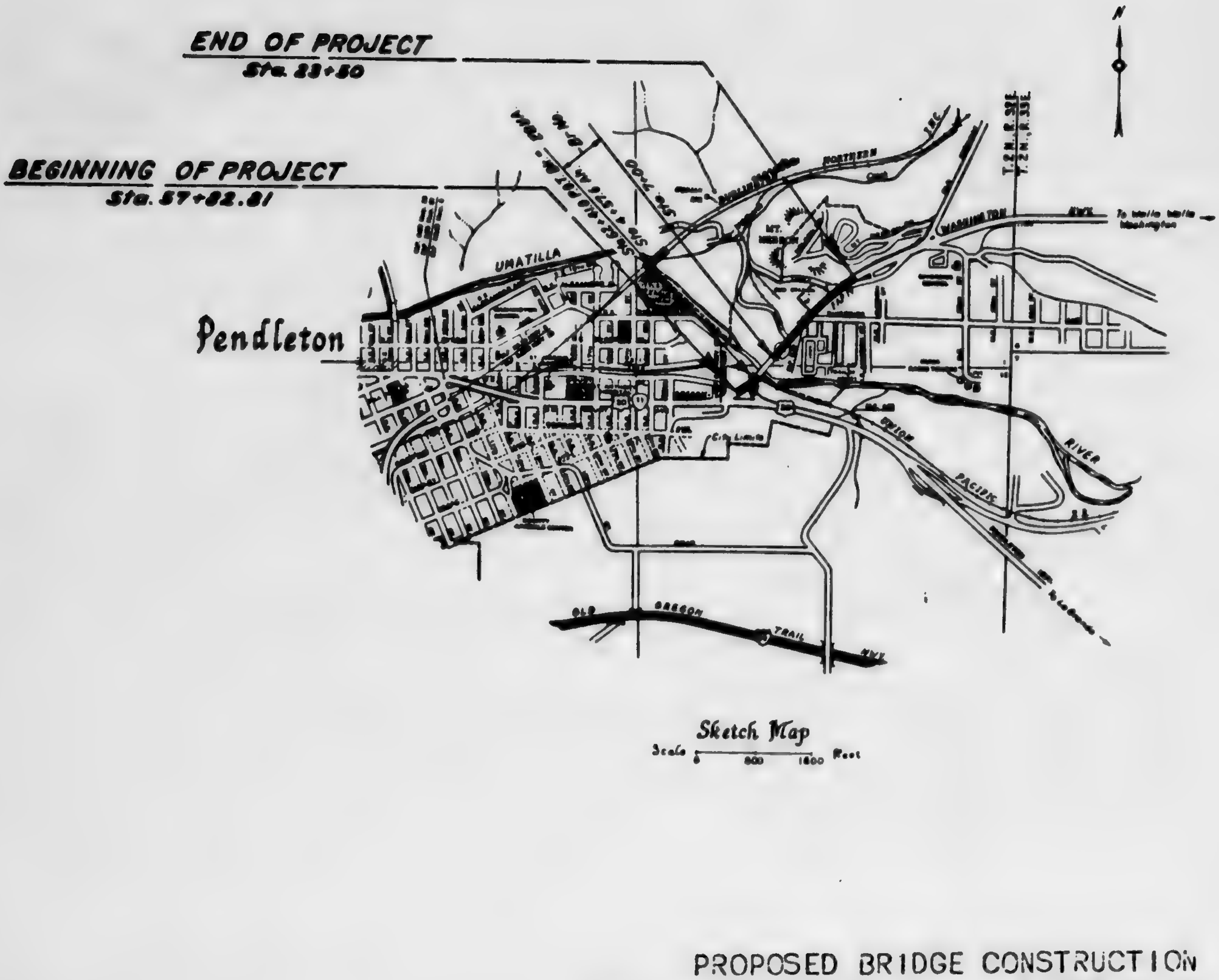
Because of the construction of the bridge and reconstruction of the highways and streets in the area, it is necessary to realign some of the railroad tracks. In one area where the tracks will be moved toward the river, as indicated on the drawings, there will be approximately 2,200 cubic yards of common material placed below ordinary high water and approximately 860 cubic yards of riprap and 130 cubic yards of filter blanket placed on the slope for erosion control.

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

Attachment

cc w/att D. E. Wilken
J. H. Versteeg
W. J. Hart
C. M. Gilmour
D. E. Keyes



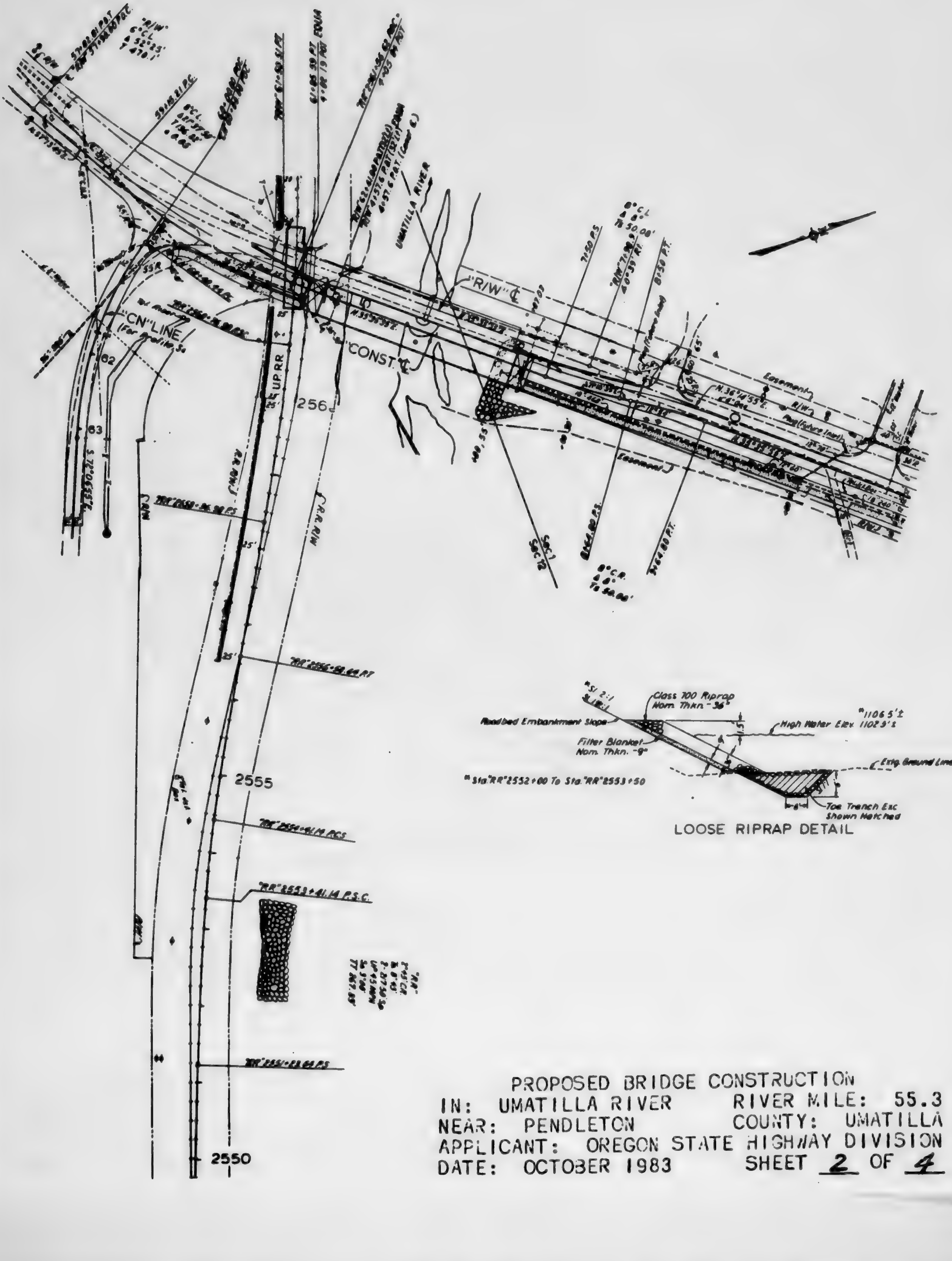

END OF PROJECT
Sta. 23+50
BEGINNING OF PROJECT
Sta. 57+82.81
Pendleton
UMATILLA
NORTHERN
WASHINGTON
To Walla Walla Washington
T.2N.,R.32E.
T.2N.,R.33E.
UNION
PACIFIC
RIVER
City Limits
OLD OREGON TRAIL HWY.
N

Sketch Map

Scale 0 800 1600 Feet

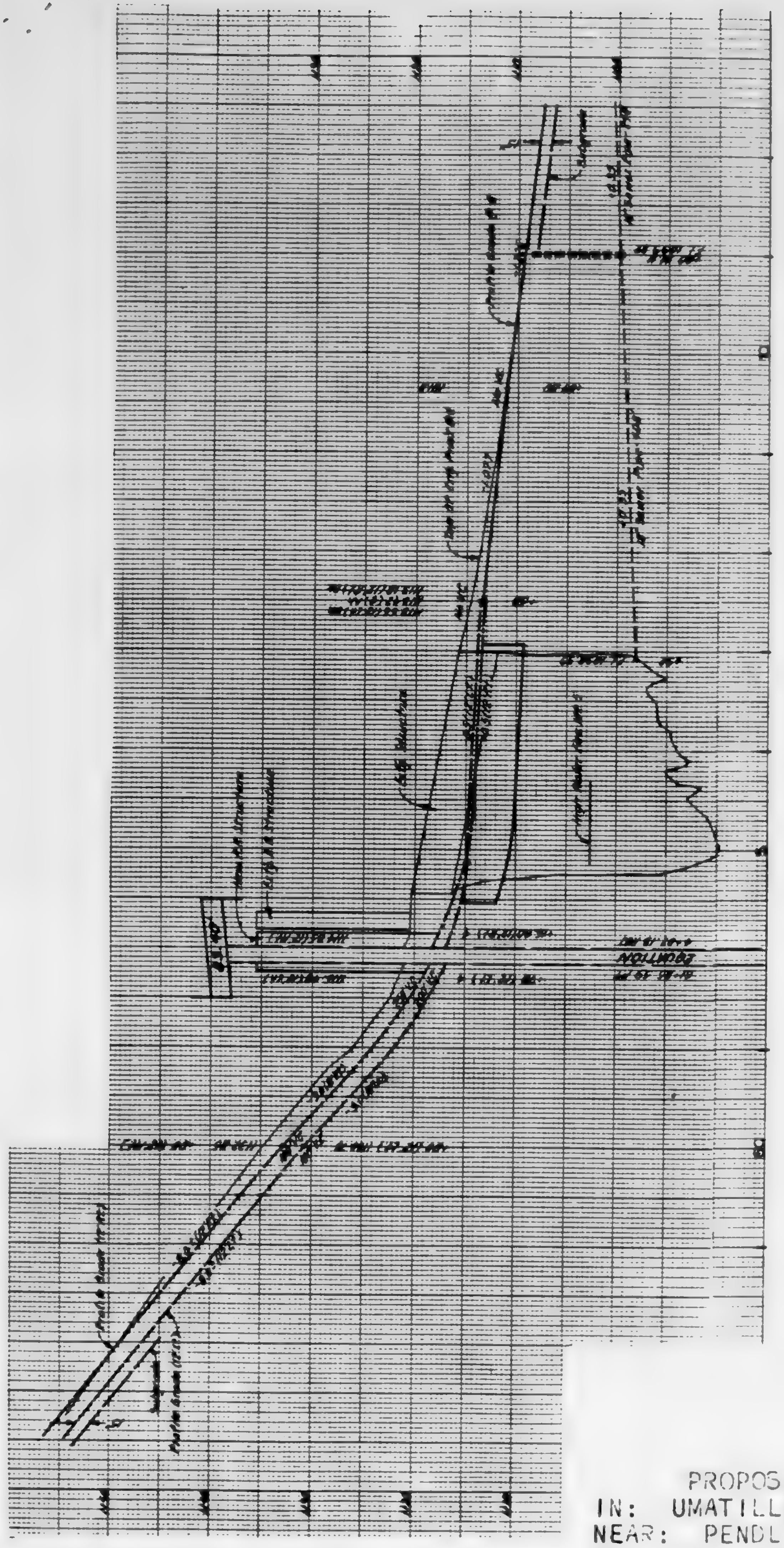
PROPOSED BRIDGE CONSTRUCTION
IN: UMATILLA RIVER RIVER MILE: 55.3
NEAR: PENDLETON COUNTY: UMATILLA
APPLICANT: OREGON STATE HIGHWAY DIVISION
DATE: OCTOBER 1983 SHEET 1 OF 4

T2N, R32E., W.M.

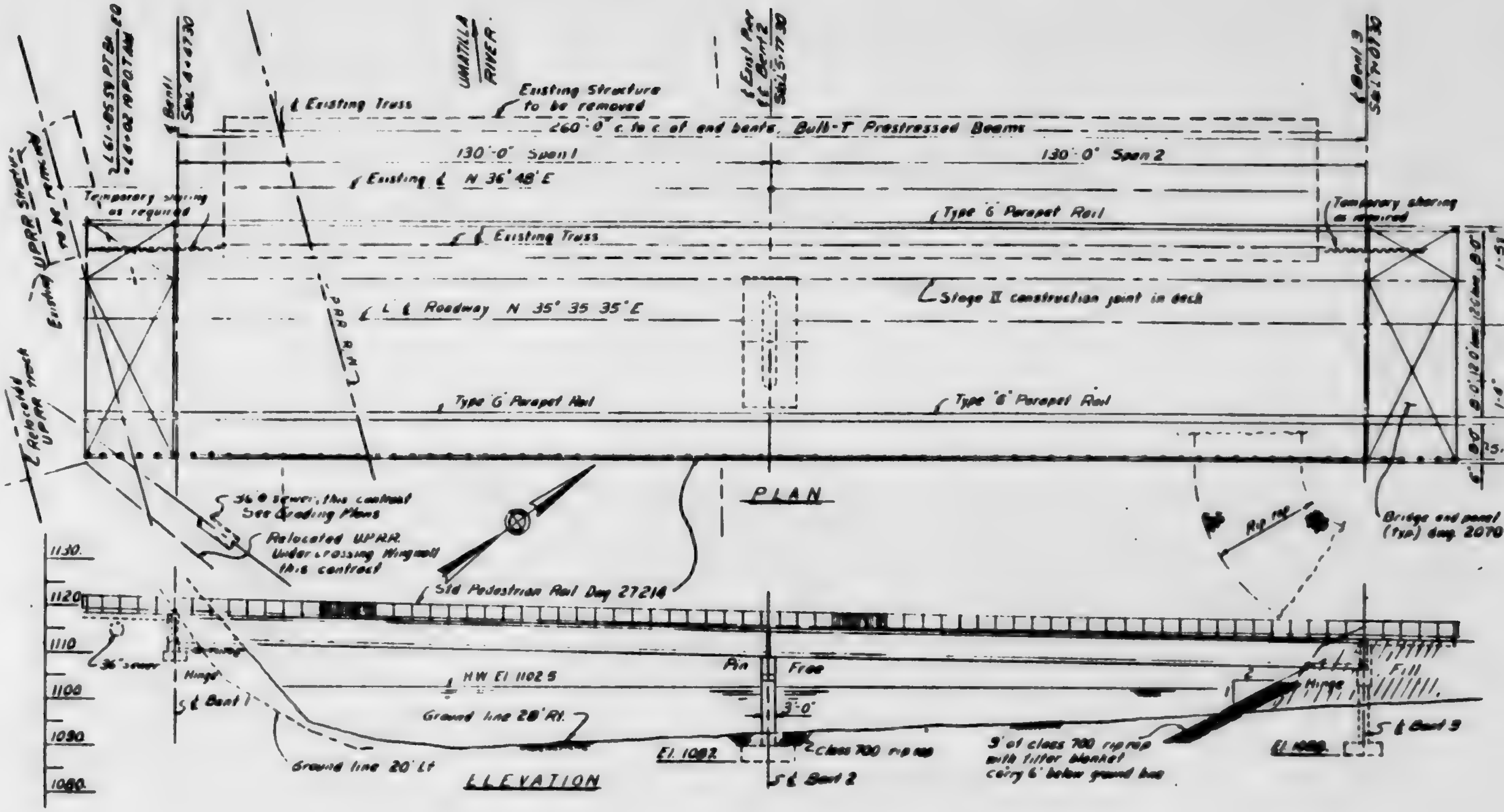

UMATILLA RIVER
"R/W" ℄
"CONST." ℄
"CN" LINE
(For Profile See
U.P.R.R.
R.R. R/W
R.R. R/W
2560
2555
2550
62
63
25'
25'
25'
25'
Easement
R/W
Easement
Sec.1
Sec.12
"RR" 2556+58.64 P.T.
"RR" 2554+41.14 P.C.S.
"RR" 2553+41.14 P.S.C.
"RR" 2551+83.64 P.S.
"RR" 2560+36.38 P.S.
Class 700 Riprap
Nom. Thkn. -36"
Roadbed Embankment Slope
Filter Blanket
Nom. Thkn. -9"
*1106.5'±
High Water Elev. 1102.9'±
Extg. Ground Line
Toe Trench Exc
Shown Hatched
* Sta. "RR" 2552+00 To Sta. "RR" 2553+50

LOOSE RIPRAP DETAIL

PROPOSED BRIDGE CONSTRUCTION
IN: UMATILLA RIVER RIVER MILE: 55.3
NEAR: PENDLETON COUNTY: UMATILLA
APPLICANT: OREGON STATE HIGHWAY DIVISION
DATE: OCTOBER 1983 SHEET 2 OF 4



PROPOSED BRIDGE CONSTRUCTION
IN: UMATILLA RIVER RIVER MILE: 55.3
NEAR: PENDLETON COUNTY: UMATILLA
APPLICANT: OREGON STATE HIGHWAY DIVISION
DATE: OCTOBER 1983 SHEET 3 OF 4


UMATILLA RIVER
Existing Structure to be removed
260'-0" c. to c. of end bents, Bulb-T Prestressed Beams
130'-0" Span 1
130'-0" Span 2
℄ Existing Truss
Existing ℄ N 36° 48' E
℄ Existing Truss
L ℄ Roadway N 35° 35 35' E
Stage II construction joint in deck
Type 'G' Parapet Rail
Type '6' Parapet Rail
Temporary shoring as required
℄ Bent 1 Sta. 4+47.30
℄ Exist Pier ℄ Bent 2 Sta. 5+77.30
℄ Bent 3 Sta. 7+07.30
L61+85.59 PT Bk = L6+02.19 PO.T Ah
Existing UPRR Shelter to be removed
Relocated UPRR track
OPR R.W.
36" ø sewer, this contract See Grading Plans
Relocated UPRR Undercrossing Wingwall this contract
Std Pedestrian Rail Dwg 27214
PLAN
Rip rap
Bridge end panel (typ) dwg. 2070
20'-0"
20'-0"
40'-0" Roadway
51'-3" end bent
Sidewalk
1130
1120
1110
1100
1090
1080
36" sewer
Hinge
℄ Bent 1
H.W. El 1102.5
Ground line 28' Rt.
Ground line 20' Lt
Pin
Free
3'-0"
El 1082
Class 700 rip rap
℄ Bent 2
3' of class 700 rip rap with filter blanket carry 6' below ground line
Fill
Hinge
El 1090
℄ Bent 3
ELEVATION

CONSTRUCTION SEQUENCE

Stage 1:

a) Remove existing sidewalk on upstream side.
b) Construct partial width of present structure to provide 27' roadway with 8' sidewalk
Provide temporary barrier.

Stage 2:

a) Remove existing truss bridge
b) Widen present structure to provide 40' roadway with 8' sidewalk.

PROPOSED BRIDGE CONSTRUCTION
IN: UMATILLA RIVER RIVER MILE: 55.3
NEAR: PENDLETON COUNTY: UMATILLA
APPLICANT: OREGON STATE HIGHWAY DIVISION
DATE: OCTOBER 1983 SHEET 4 OF 4

9875 11-8-83

[illegible] R. ([illegible])"

Dan

I called Hector as you asked and he said the Soil Conservation outfit has gotten together with the farmer and will construct a berm at the top of the ravine to prevent the soil from being washed down onto the Twy. This is supposed to eliminate our problem of the mud getting into our drainage facility and being dumped into the river.

We are going ahead with the plans as designed at Mr. Hectors request. He feels the problem is solved.

11-8-83

ROAD DESIGN SECTION DES 16

Walt Hart
Bridge Engineer

October 12, 1983

Donald R. Adams, P.E.
Final Design Engineer

Umatilla River (Riverside) Bridge
  and U.P.R.R. Undercrossing Section
Oregon-Washington Highway
Umatilla County

Due to the reasonably heavy traffic volume and the expected extended use of the initial two-lane structure on the subject section, it is requested that a 40'-wide clear roadway be designed for initial construction with a 68' roadway provided for the future structure. This is depicted on the attached typicals.

The horizontal and vertical alignment is under revision to eliminate the superelevation on the structure. This will be sent to you when completed.

DNS:kkr

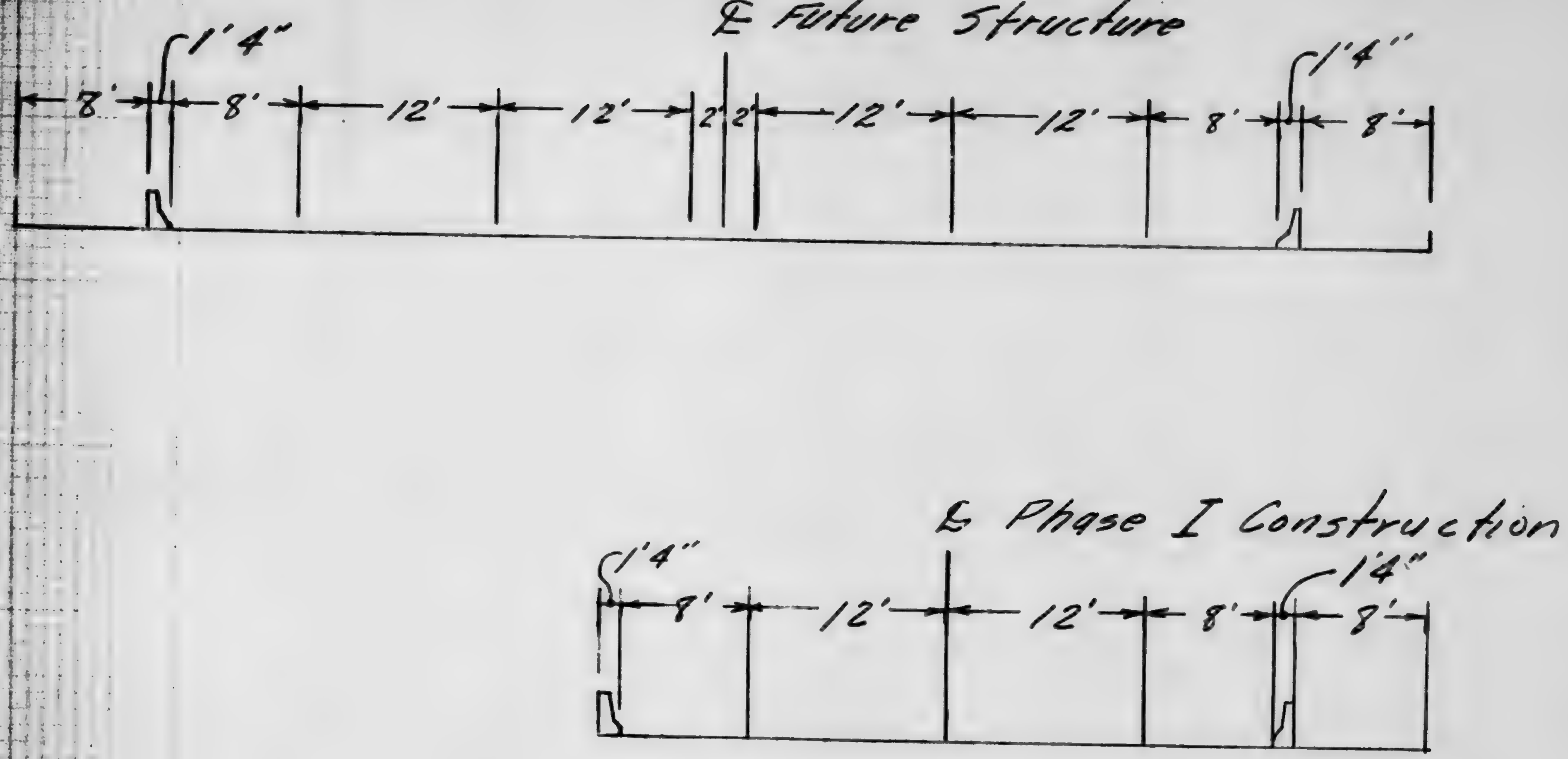
Attachments

cc: Norm Henry

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
[illegible]

RECEIVED
OCT 18 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action


℄ Future Structure
1'4"
8'
8'
12'
12'
2'
2'
12'
12'
8'
1'4"
8'
℄ Phase I Construction
1'4"
8'
12'
12'
8'
1'4"
8'

Umatilla River (Riverside) Br.

9275

Memorandum

U.S. Department
of Transportation

**Federal Highway
Administration**

THE OREGON DIVISION - SALEM

Subject	Oregon Project F-19(4) Umatilla River (Riverside Dr) Bridge & U'Xing UPRR Mainline North Bridge Nos. 4697A & 4696A	Date:	September 28, 1983
From	Division Administrator	Reply to Attn. of:	HBR-OR
To	Mr. H. S. Coulter State Highway Engineer Salem, Oregon		
Attn:	Mr. Walt Hart, Bridge Engineer		

We are in the process of reviewing the preliminary plans of the above project. We would appreciate a breakdown of the costs for the railroad structure, the retaining walls and the river structure.

Initially from the information furnished the $400,000± in retaining walls have only two drill holes that are not to close to the the wall locations. We are concerned that this information is sufficient for final design. Please review your data and furnish us with further information supporting your proposal.

For Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
SEP 30 '83
REFER TO Walt
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to

9175

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 4, 1983

In Reply Refer to
File No.
DES 23
4697A,4696A

Hunter
JB

RECEIVED
TECHNICAL SERVICES
AUG 5 '83
REFER TO
FOR

Info	Invest	R/D	D/R			File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: GINAL SIGNED
RALD E. BACKSTRAND
Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Umatilla River (Riverside Drive) Bridge
and Undercrossing UPRR Mainline North
Riverside Drive - Umatilla River Section
Oregon-Washington Highway
Umatilla County
BRS 4697A, 4696A

Enclosed are two reduced prints of Drawings 34935, 38494, 38662 38663 and 34899 which are the preliminary structure plan and elevation, retaining wall plan and elevation and vicinity map for the subject structures. Also enclosed are two copies of the foundation and hydraulic reports.

The Umatilla River structure width of 43'-7" provides for two 12-foot lanes with 4-foot shoulders and an 8-foot sidewalk on the downstream side. The alignment and gradeline for this structure was controlled by the railroad undercrossing at the southerly end.

The river bridge will be built on the upstream side and adjacent to the existing bridge. The bridge will be designed to allow for future widening to four lanes with an additional 8-foot sidewalk on the downstream side.

The new railroad undercrossing alignment is located south of the existing railroad alignment due to the close proximity of the river, and the highway bridge on the north side. The new structure will provide an opening for the present highway and the future widening.

For the river crossing, we propose a two-span precast prestressed Bulb-T beam bridge. We find this to be more economical than a steel span alternate.

Form 734-3122

A welded through steel girder structure is proposed for the railroad. crossing. This is necessitated by the tight vertical highway clearance.

Existing structures will carry the traffic during construction and will be removed upon completion of new structures.

The estimated costs for the highway structure and the railroad structure (including retaining walls) including an allowance for engineering and contingencies, is $702,000 and $875,000, respectively.

We request your approval of our preliminary plans.

KAK:jrb

Enclosures

cc: E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1 set
Region V /w/ 2 sets
Cam Gilmour /w/ 1 set
John Grassman /w/ 1 set
Roger Trygstad /w/ 2 sets

9875

t

NOTED
H.S.COULTER

August 4, 1983

Mr. David Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commisison
Labor & Industries Building
Salem, OR 97310

PUC Application
Oregon-Washington Highway
Umatilla County
Crossing No. 2A-217.14-B

Dear Dave:

Attached is an original and 9 copies of a PUC application relating to our desires to construct a new railroad structure so that we can revise the highway alignment and provide for future highway widening.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Attachments
bc: H. S. Coulter - w/copy
E. S. Hunter - w/copy
Walt Hart - w/copy
Bob Hector - w/copy
C. T. Keasey - w/copy
D. E. Swan - w/copy
J. L. Sollis - w/copy

RECEIVED
STATE HWY ENGR
AUG 5 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PUC Docket No. SXF ______________

PUC Crossing No. 2A-217-14-B

DOT-AAR Crossing No. UP 8090265

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon by and through
(name of applicant)

its Department of Transportation, Highway Division

for the authority, pursuant to ORS 763. 030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of Oregon-Washington Highway (name of street or highway)

and Union Pacific Railroad Company (name of railroad company)

Mainline (name of railroad main or branch line or other trackage)

near (in/near) Pendleton (name of city/town/rail station), Umatilla (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $______________

☒ Federal-Aid Highway System funds.*
1982 Surface Transportation Act

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) __X__ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon State Highway Division

Address: Transportation Building; Salem, Oregon 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad , 378-6511

2. Statutory authority under which this application is made: ORS 763.030 020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 217.14

b. City Pendleton

c. Nearest railroad station Pendleton

d. County Umatilla

e. The proposed project is to be in the NE 1/4 of the NW 1/4 of Section 12, Township 2N, Range 32E, W. M.

4. a. Name of public highway involved in this project:

Oregon-Washington Highway

b. Name of public authority with jurisdiction over this highway:

Oregon State Highway Divison

5. Name of railroad involved in this project: Union Pacific Railroad Company, Mainline

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co.-

b. City of Pendleton, Public Works Office, 1501 Byers Ave., Pendleton,OR 97801

c. Umatilla County Planning Commision, Court House, Pendleton, OR 97801

d. Pacific Power & Light, PO Box 220, Pendleton, OR 97801

e. Pacific N.W. Bell Telephone Co. PO Box 730, Pendleton, OR 97801

f. Oregon Department of Transportation, Highway Division Transportation Bldg., Salem, OR 97310

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

g. Cascade Natural Gas Co., 434 SE 3rd, Pendleton, OR 97801
h. Pendleton Community TV System, 21 SW Frazer, Pendleton, OR 97801
i. Umatilla Co. Public Works Office, Highway 30 West, Pendlton, OR, 97801

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

The project includes construction of a new Union Pacific Railroad UXing on an alignmnent adjacent to the existing alignment. The new structure will be longer than the existing one to accomodate construction of a highway structure on a revised highway alignment and will provide for future highway widening.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? yes (yes/no)

b. If yes, why? The new Railroad UXing will provide improved highway traffic and improved safety.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________________
(yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment —Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width—The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ____________ (N or E) to ____________ (S or W)) of:

At present--			**After completion--**		
Shoulder** of	______	feet	Shoulder of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Median of	______	feet	Median of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Shoulder of	______	feet	Shoulder of	______	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

SECTION III. Separated Crossings

21. At the crossing, the highway will be below (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? No (yes/no)

If no, please give reasons why attenuators are not necessary:

Concrete shoulder barriers will be provided on the highway.

22. Who will construct the structure?

Oregon Department of Transportation, Highway Divison

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Dept. of Trans., Highway Div.	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon Dept. of Trans., Highway Div.

b. All highway appurtenances: Oregon Dept. of Trans., Highway Div.

c. Above the bottom of the beams plus the beam-bearing assemblies:

Union Pacific Railroad

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon Dept. of Trans., Highway Div.

b. All highway appurtenances: Oregon Dept. of Trans., Highway Div.

c. Above the bottom of the beams plus the beam-bearing assemblies:

Union Pacific Railroad

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Oregon Dept. of Trans., Highway Div.

27. Is a temporary impairment of ndard clearance on the railroad necessar ring the construction period? No (yes/no)

If so, describe (and attach complete drawing): ______________________

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ___________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

____

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: None in Vicinity

42. Other items of construction and cost distribution:

Adjacent retaining walls required because of revised railroad alignment. Realignment of trackage adjacent to structure. Union Pacific RR to pay $65,000 max of realignment cost.

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Oregon State Highway Division Bridge Section Drawing Nos. 38494 and 34899

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 2nd day of August, 1983.

(Applicant)

(Attorney)

I, ROGER TRYGSTAD, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

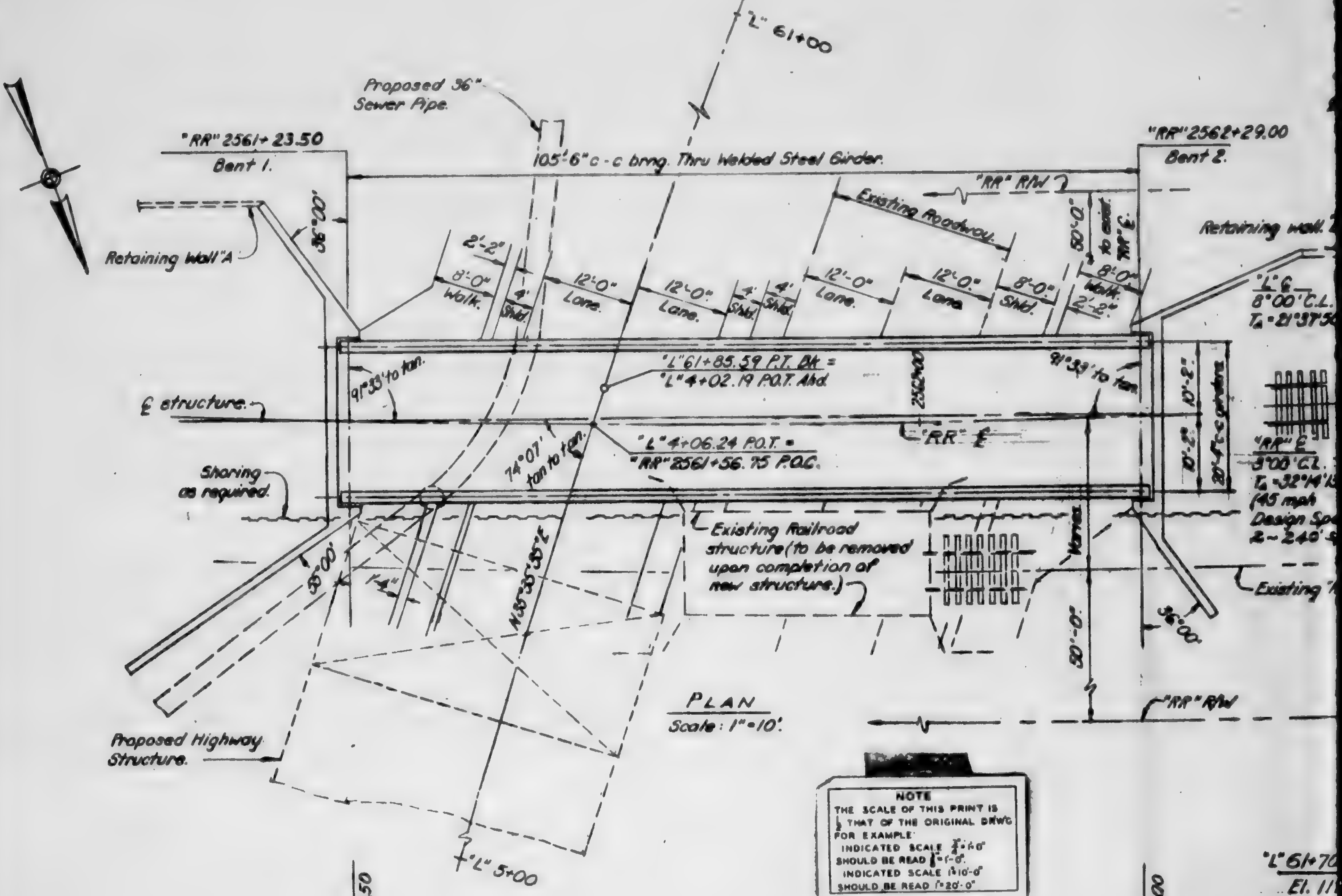
Subscribed and sworn to before me this 2 day of August, 1983.

(Notary Public for Oregon)

My Commission Expires: 12-15-84

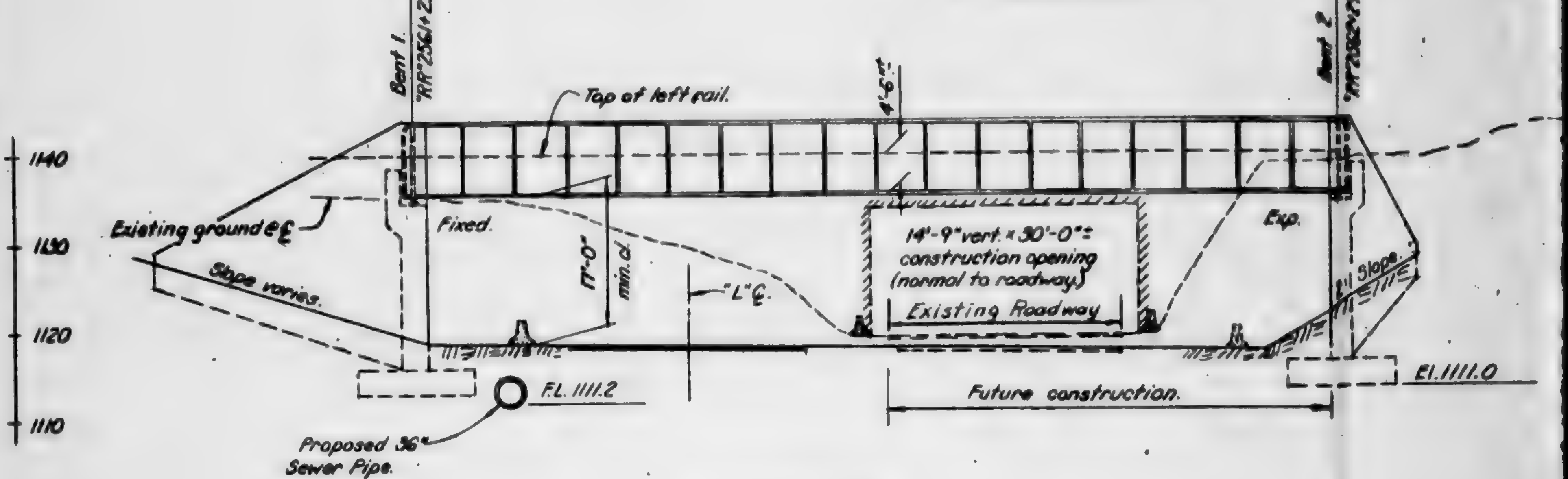
PUC Form 202 (30) 1-80

Signature Page

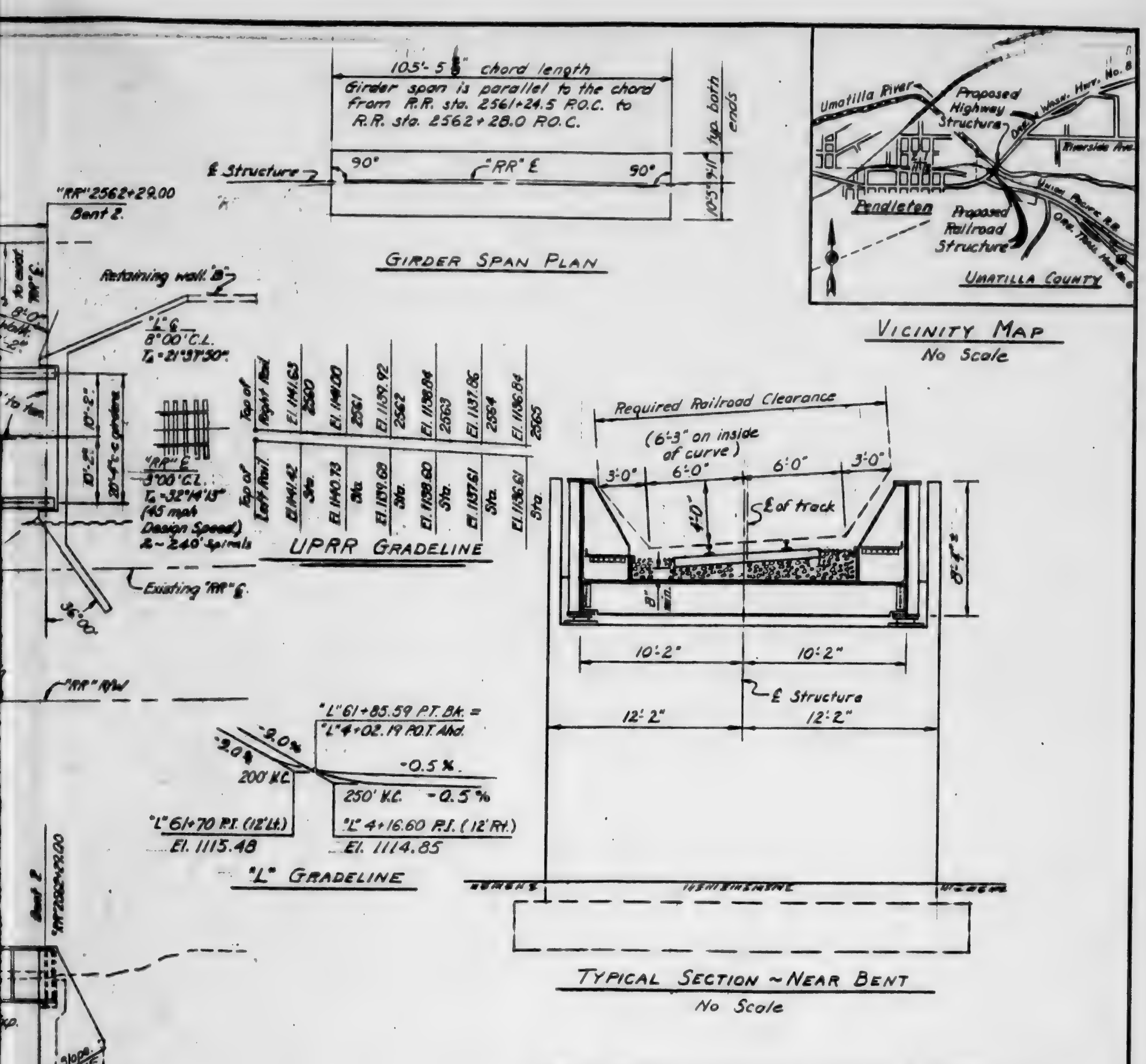

"L" 61+00
Proposed 36" Sewer Pipe.
"RR" 2561+23.50
Bent 1.
105'-6" c-c brng. Thru Welded Steel Girder.
"RR" 2562+29.00
Bent 2.
"RR" R/W
Existing Roadway.
50'-0" to c/L "RR" ℄
Retaining Wall "A"
36°00'
Retaining wall
2'-2"
8'-0" Walk.
4' Shld.
12'-0" Lane.
12'-0" Lane.
4' Shld.
4' Shld.
12'-0" Lane.
12'-0" Lane.
8'-0" Shld.
8'-0" Walk.
2'-2"
"L" ℄
8°00' C.L.
Ta = 21°37'50
"L" 61+85.59 P.T. Bk =
"L" 4+02.19 P.O.T. Ahd.
2562+00
91°33' to tan.
91°33' to tan.
℄ structure.
"RR" ℄
10'-2"
10'-2"
20'-4" c-c girders
"RR" ℄
3°00' C.L.
Ta = 32°14'
(45 mph
Design Sp
2 ~ 240' S
74°07' tan to tan.
"L" 4+06.24 P.O.T. =
"RR" 2561+56.75 P.O.C.
Shoring as required.
Existing Railroad structure (to be removed upon completion of new structure.)
Vanes
Existing
36°00'
1'-4"
N 35°33'35" E
30'-0"
"RR" R/W
Proposed Highway Structure.
"L" 5+00

PLAN
Scale: 1" = 10'.

NOTE
THE SCALE OF THIS PRINT IS $\frac{1}{2}$ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE $\frac{3}{4}$" = 1'-0"
SHOULD BE READ $\frac{3}{8}$" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"


"L" 61+70
El. 111
Bent 1.
"RR" 2561+23.50
Bent 2.
"RR" 2562+29.00
Top of left rail.
4'-6"
1140
1130
1120
1110
Existing ground @ ℄
Fixed.
17'-0" min. cl.
Slope varies.
"L" ℄
14'-9" vert. × 30'-0" ± construction opening (normal to roadway.)
Existing Roadway
Exp.
2:1 Slope.
F.L. 1111.2
El. 1111.0
Future construction.
Proposed 36" Sewer Pipe.

ELEVATION
Scale: 1" = 10'.



105'-5" chord length
Girder span is parallel to the chord from R.R. sta. 2561+24.5 P.O.C. to R.R. sta. 2562+28.0 P.O.C.
℄ Structure
90°
"RR" ℄
90°
typ. both ends
105'-9 1/2"
"RR" 2562+29.00
Bent 2.
Retaining wall "B"
"L" ℄
8°00' C.L.
Δ = 21°37'50"
"RR" ℄
3°00' C.L.
Δ = 32°14'13"
(45 mph Design Speed)
2 ~ 240' spirals
Existing "RR" ℄
36°00'
10'-2"
10'-2"
20'-4" c-c girders
"RR" R/W
Top of Right Rail
El. 1141.63
2560
El. 1141.00
2561
El. 1139.92
2562
El. 1138.84
2563
El. 1137.86
2564
El. 1136.84
2565
Top of Left Rail
El. 1141.42
Sta.
El. 1140.73
Sta.
El. 1139.68
Sta.
El. 1138.60
Sta.
El. 1137.61
Sta.
El. 1136.61
Sta.
"L" 61+85.59 P.T. Bk. =
"L" 4+02.19 P.O.T. Ahd.
-2.0%
-2.0%
200' V.C.
-0.5%
250' V.C.
-0.5%
"L" 61+70 P.I. (12' Lt.)
El. 1115.48
"L" 4+16.60 P.I. (12' Rt.)
El. 1114.85
Required Railroad Clearance
(6'-3" on inside of curve)
3'-0"
6'-0"
6'-0"
3'-0"
4'-0"
℄ of track
8'-4 1/2"
8" min.
10'-2"
10'-2"
℄ Structure
12'-2"
12'-2"
2:1 Slope
El. 1111.0
Umatilla River
Proposed Highway Structure
Ore.-Wash. Hwy. No. 8
Riverside Ave.
Pendleton
Proposed Railroad Structure
Union Pacific R.R.
Ore.-Wash. Hwy. No. 6
UMATILLA COUNTY

GIRDER SPAN PLAN

UPRR GRADELINE

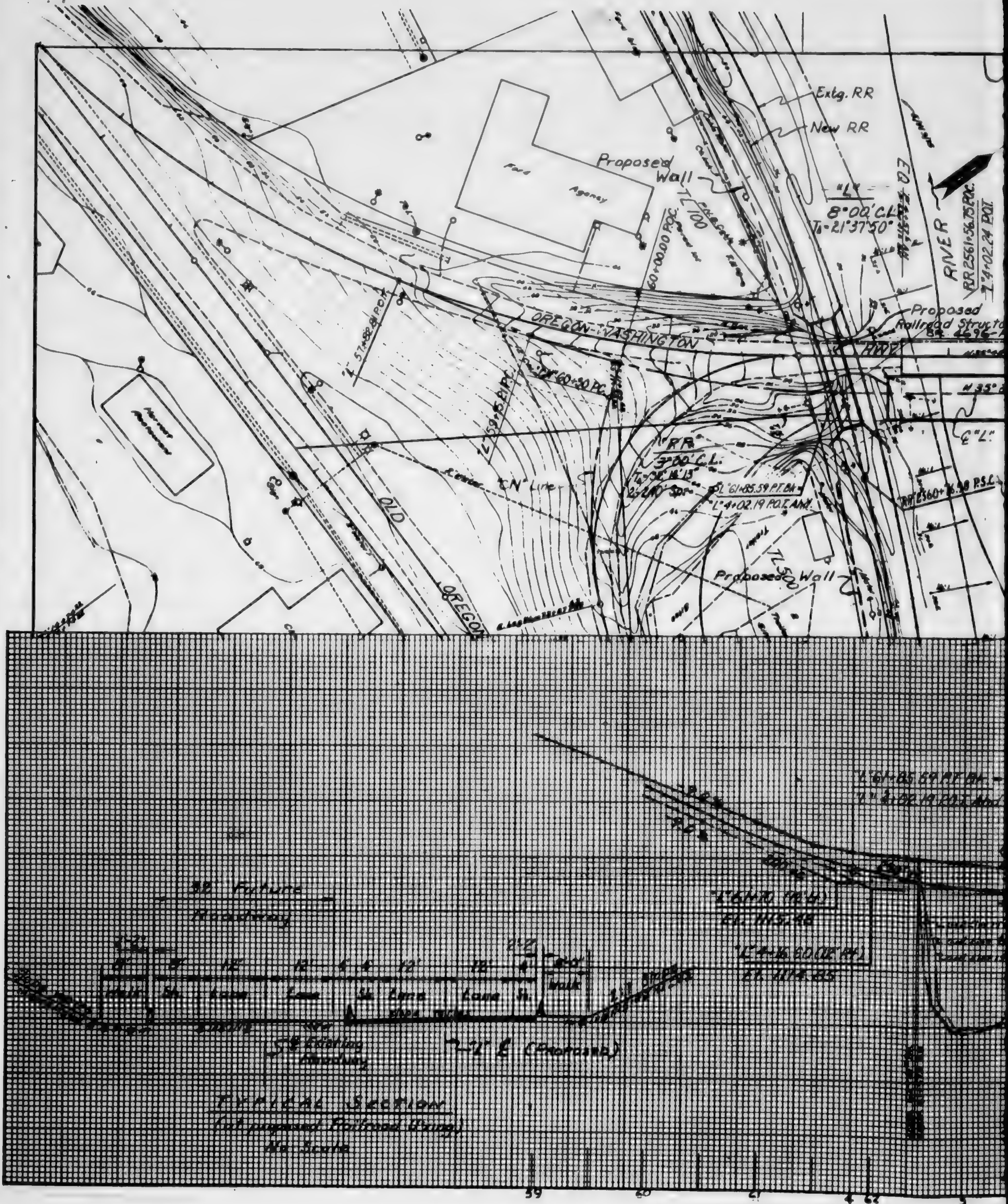
"L" GRADELINE

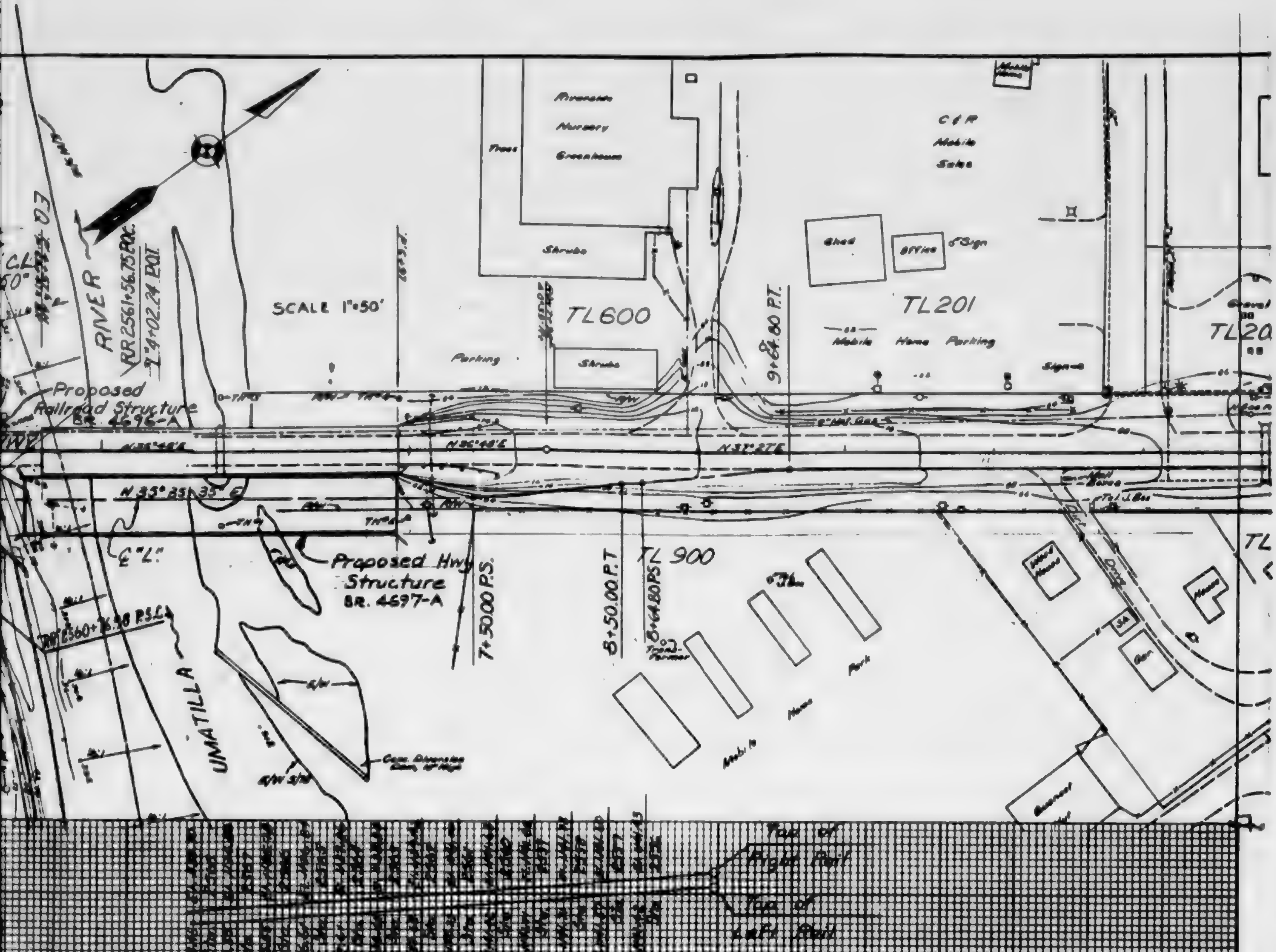
VICINITY MAP
No Scale

TYPICAL SECTION ~ NEAR BENT
No Scale

NOTE: Railroad Loading ~ Cooper's E-80

APPROVED: P.E. BRIDGE ENGINEER P.E. ASST. STATE HIGHWAY ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
DESIGNED DRAWN GCP CHECKED REVIEWED REVIEWED CALC. BOOK	U-XING UPRR MAINLINE NORTH RIVERSIDE DR. - UMATILLA R. SECTION OREGON - WASHINGTON HWY. UMATILLA COUNTY
DATE / REVISION	PLAN AND ELEVATION (PUC)
	ACCOMPANIED BY DWGS. 34899
	DATE JUNE 1983 SHEET 1 OF 2
	BRIDGE NO. 4696-A DRAWING NO. 38494


Extg. RR
New RR
Proposed Wall
Ford Agency
"L"
8°00' C.L.
T_s-21°37'50"
RIVER
RR 2561+56.75 P.O.C.
"L" 4+02.74 P.O.T.
60+00.00 P.O.C.
TL 100
"L" 57+88.81 P.O.T.
OREGON - WASHINGTON HWY.
Proposed Railroad Structure
"L" 60+20 P.C.
"L" 59+15 P.I.P.C.
"RR"
3°00' C.L.
"CN" Line
"L" 61+85.59 P.T. Bk.
"L" 4+02.19 P.O.T. Ahd.
℄ "L"
RR 2560+76.98 P.S.C.
OLD OREGON
TL 500
Proposed Wall
"L" 61+85.59 P.T. Bk.
"L" 4+02.19 P.O.T. Ahd.
"L" 61+70 P.I.
El. 1115.48
"L" 4+16.50 (12' Rt.)
El. 1114.85
℄ Future Roadway
Walk
Sh.
Lane
Lane
Sh.
Lane
Lane
Sh.
Walk
℄ Existing Roadway
"L" ℄ (Proposed)
TYPICAL SECTION
(at proposed Railroad Xing)
No Scale
59
60
61
62


SCALE 1"=50'
RIVER
UMATILLA
Proposed Railroad Structure BR. 4696-A
Proposed Hwy Structure BR. 4697-A
TL600
TL201
TL900
TL20
TL
Riverside Nursery Greenhouse
Trees
Shrubs
Parking
C & P Mobile Sales
Shed
Office
Mobile Home Parking
Mobile Home Park
N 35° 35' 35" E
N 36° 46' E
N 37° 27' E
℄ "L"
7+50.00 P.S.
8+50.00 P.T.
8+64.80 P.S.
9+64.80 P.T.
Top of Right Rail
Top of Left Rail
UPRR GRADELINE
1130
1120
1110
1100
1090
5
6
7
8
9
10

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRW'G
FOR EXAMPLE
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

Riverside Drive (Umatilla
River) Bridge
Oregon-Washington Hwy.
Umatilla County
Survey by: J. A. Schlieski
January 1979 Br. 4696-A, 4697-A
Drawn by: F. Z. Dwg. 34899

1215

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc H. S. Coulter
W. E. Schwartz
R. E. Hector
J. B. Boyd
R. Trygstad
G. C. Wills

April 25, 1983

In Reply Refer to
File No.:
LOC 17
30-1948

David G. Lorenzen, P.E.
City Engineer
P.O. Box 190
Pendleton, OR 97801

RECEIVED
STATE HWY ENGR
APR 28 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Umatilla River (Riverside) Bridge and
UPRR Undercrossing Section
Oregon-Washington Highway
Umatilla County

This is in response to your April 21 telephone conversation with George Wills, Location Field Engineer, requesting a status report on the subject section.

I am happy to report that we have attained a tentative agreement with the Union Pacific Company for the railroad track relocation (map attached). The Highway Division and the Union Pacific Company staffs will be meeting April 27, 1983 to discuss terms for this agreement. Even with this tentative agreement, I do not anticipate a contract letting date much before mid-1984. The delay will stem from a need to obtain added field information, perform additional environmental documentation, design the structures, and obtain all the applicable permits.

You also requested information regarding the project staging. The initial project anticipates three travel lanes north of the river bridge, a two-lane river bridge with a 32-foot roadway and 8-foot sidewalk on the upstream side, a relocated railroad undercrossing with sufficient width for four lanes in the future, and a modification to the easterly leg of the "Wye" connection which would improve the sight distance. The river structure will be designed for expansion to four lanes in the future.

In closing, I wish to assure you, as I did to the Mayor of Pendleton in a January 19, 1983 letter, that the Highway Division is doing everything possible to advance the project to an early contract date.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin, P.E.
Location Engineer

Attachments

Form 734-3122

21475

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 18, 1983

R. J. Larkin
Superintendent
Oregon Division
Union Pacific Railroad
Company
P.O. Box 8979
Portland, Oregon 97208

RE: Umatilla River
(Riverside) Bridge
UPRR File D-1-51(0112)

NOTED
E. S. HUNTER

Dear Mr. Larkin:

The Oregon State Highway Division has been involved in extended negotiation with the Union Pacific Railroad and in an attempt to achieve a mutually beneficial reconstruction plan for the grade separation structure between our Oregon-Washington Highway and the Union Pacific Railroad at Pendleton. Those negotiations have not resulted in a plan for a permanent railroad relocation which we believe can be justified for federal construction funds.

State funding is limited so we would like to present an alternative that may be acceptable to you. We felt that alternate 11 should be satisfactory. You did not believe that it was based on your present standards. You wished us to proceed with alternate 10 which was a proposal prepared by you. I would hope that in view of the improvements being made and the advantages to the Union Pacific Railroad that we could agree to proceeding to your alternate 10 with the railroad paying the approximate difference in cost of $65,000. By this agreement your goals of improving your alignment and our goals of reconstructing the Riverside Bridge would both be met. Without this alternative it appears that we would have to return to the original proposal in order to advance the project on the basis that your tracks be relocated on a temporary basis on the Shoofly Plan which you presented to us by letter of September 22, 1981, and replace the existing structure at your M.P. 217.14 to conform with your existing track and grade alignment.

RECEIVED
TECHNICAL SERVICES
FEB 22 '83
REFER TO
FOR
File
Act
Sign
O/R
R/D
Inves
Info

Form 734-3122

In order for us to advance our project plan, we need a commitment from you in regard to your future plans. Federal guidelines allow their participation in costs "to provide space for more tracks than are in place when the railroad establishes to the satisfaction of the State Highway agency and FHWA that it has a definite demand and plans for installation of the additional tracks within a reasonable time", therefore, we need a response from you on your planning and justification for future tracks.

We appreciate the effort that you have put into the many alternatives as we have discussed over the past month. I believe that the solution that I have offered is a logical solution and can benefit both the Union Pacific Railroad and the Oregon State Highway Division. The political forces in Pendleton are beginning to feel frustration as the problem that we are discussing has not been settled between the Union Pacific Railroad and the Oregon State Highway Division. Confidence in both our organizations can be greatly enhanced by solving this problem. I will be glad to discuss this matter with you at your convenience but would appreciate an early response regarding this proposal.

Very truly yours,

JB Boyd

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jr

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
R. D. Hector
Frank Terpin
Roger Trygstad
Jeff Asay

9275

UNION PACIFIC RAILROAD COMPANY
OPERATING DEPARTMENT

R. J. LARKIN
SUPERINTENDENT
OREGON DIVISION

P.O. BOX 8979
PORTLAND, OREGON 97208

February 3, 1983

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO Trygstad
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

D 323 - 1 - 51 (0112)
D-275

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

orig. to

Dear Mr. Coulter:

Please refer to previous correspondence in connection with State of Oregon's proposal to reconstruct Riverside Drive Bridge over the Umatilla River in Pendleton.

Supplementing my letter of February 1st, am attaching two copies of profile which has been prepared showing proposed grades and vertical curve for the relocated main line and railroad bridge as shown on print dated September 2, 1982, submitted with my previous letter of September 29, addressed to Mr. Trygstad.

It will not be possible to raise the bridge elevation at this location as per your request since it would increase the one per cent maximum grade which must be maintained. Grade raises on the existing main line in both directions from the relocation are required to maintain the one per cent maximum grade and also to provide for a vertical curve at the summit that complies with Railroad's standard 0.10 maximum rate of change in grade for main line tracks.

Sincerely,

RJLarkin
R. J. Larkin

VED/pll

cc: Mr. R. D. Trygstad
Department of Transportation
Transportation Building
Salem, Oregon 97310

9275

UNION PACIFIC RAILROAD COMPANY
OPERATING DEPARTMENT

R. J. LARKIN
SUPERINTENDENT
OREGON DIVISION

P.O. BOX 8979
PORTLAND, OREGON 97208

February 1, 1983

D 323 - 1 - 51 (0112)
D-270

RECEIVED
STATE HWY ENGR
FEB 3 '83
REFER TO Trygstad
FOR

Info	Invs	R/D	D/R	Sign	Act	File

Please orig. to
discuss

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Coulter:

The alignment on print of State's Alternate 11 Proposal still does not comply with Railroad's minimum tangent length between curves. Railroad's standards are as follows:

"Where practical, all main tracks shall be designed with no less than 500 feet of tangent track between spirals or superelevation runoffs, whether the curves are reversed or in the same direction. When circumstances make it impractical to obtain 500 feet, the tangent length may be reduced in accordance with the following:

"For all main tracks with speeds up to and including, 39 MPH, the minimum tangent length allowable between spirals or superelevation runoffs shall be 150 feet, and for speeds from 40 MPH to and including 59 MPH, the minimum tangent length shall be 300 feet, and for speeds 60 MPH and above, the tangent length shall be 500 feet."

It is the Railroad's objective to increase train speed with improved alignment, whenever practical, in connection with construction projects of this kind. In accordance, the cost to construct a bridge and track on the proposed alignment shown on print dated September 2, 1982, furnished with my previous letter of September 29, addressed to Mr. Trygstad, should compare favorably with the State's original plan to construct a shoofly and temporary bridge meeting Railroad's requirements, as shown on print dated August 3, 1981, attached to my letter of September 22, 1981. Additionally, it would aid in accomplishing the State's goal to replace the structure over the Umatilla River at the earliest possible date by eliminating excessive delay incurred by construction of shoofly and temporary bridge.

Per the foregoing, feel I must emphasize that tangent distances between curves of less than 150 feet are inadequate and unsatisfactory for Railroad's operation. The 178 feet of tangent track between curves and 2 degree 45 minute curve with 45 MPH spirals, as shown on September 2, 1982, print, will accommodate a future train speed to 45 MPH, which is preferable.

Would appreciate your reconsideration of Alternate 10, as submitted, or furnish design of a proposal with no less than 150 feet of tangent track using a 2 degree 45 minute curve with 45 MPH spirals or better.

Yours truly,

R. J. Larkin
Superintendent

VED:rja

cc: Mr. R. D. Trygstad - Salem, OR

9815

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 19, 1983

The Honorable Joe McLaughlin
Mayor of Pendleton
P.O. Box 190
Pendleton, OR 97801

Riverside Bridge

The Department of Transportation is also concerned with the delays in bringing the Umatilla River (Riverside) Bridge Section to contract. There is, however, little that can be done to expedite the project until an agreement is reached with Union Pacific Railroad Company.

As you are aware, the Highway Division recently submitted an alternate (Alternative 11) relocation plan to Union Pacific. This plan, while it does not respond to all of the railroad company's requests, would be compatible with their plan for future improvements on the line. The alternate would also be within the Department of Transportation policies on expenditure of road user funds.

Scheduling for the project is contingent with obtaining a favorable agreement from the railroad company. Assuming that agreement is reached in the near future, the earliest contract date would be late 1983 or possibly early 1984. Any delay in obtaining an agreement with Union Pacific will, of course, delay the project further.

In closing, I wish to assure you that the Highway Division is doing everything possible (within Department policies) to advance the project to an early contract date.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin, P.E., P.L.S.
Location Engineer

FET:DCB:ge

bc H. S. Coulter
W. E. Schwartz
R. D. Hector
J. B. Boyd
R. Trygstad
G. C. Wills

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JAN 24 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

THE CITY OF PENDLETON

P. O. BOX 190
PENDLETON, OREGON 97801

January 13, 1983
B-110-RIV

Mr. Frank Turpin
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Turpin:

Re: Riverside Bridge:

The City is concerned with the progress of the Riverside Bridge Project. It is our understanding the State Highway Department is still negotiating the railroad relocation and crossing with Union Pacific Railroad. In fiscal year 1979, this project was rescheduled from 1979 to 1983. Thus, allowing four years to negotiate railroad relocation, complete all design phases, get PUC approvals, acquire necessary right-of-way, advertise and award contract to be able to start construction in 1983.

Please advise us of the current status of this project and project schedule for construction of the Riverside Bridge.

Any effort that could be made to expedite this project would be greatly appreciated.

Sincerely,

Joe McLaughlin

Joe McLaughlin
Mayor

cc: H. S. Coulter, OSHD
✓W. E. Schwartz, OSHD
C. David Crumpton, City Manager
Gerald L. Odman, P.W.D.
David G. Lorenzen, City Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 17 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

THE WORLD'S ROUND-UP CITY

December 27, 1982

R. J. Larkin, Superintendent
Oregon Division
Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

Umatilla River (Riverside) Bridge
Oregon-Washington Highway
U.P.R.R. File D 323-1-51(0112)
D-133

Please refer to your letter of September 29 to Mr. Trygstad. We have reviewed your proposed alternative (Alternate No. 10) to our Alternate No. 9.

Using November 1981 prices, our estimated costs for the Alternate No. 10 railroad relocation is $979,000. This is based on standard railroad typical sections with 2:1 cut and fill slopes. A five-foot-thick, class 700 riprap inlay was employed in the fill slope between Stations 2551 and 2553+50 adjacent to the river to protect the fill against stream erosion. If a bin wall was erected to retain the fill outside the river bank, the cost, by rough estimate would be about $150,000 more.

We are requesting your attention to yet another alternative (Alternate No. 11). This projection was made by holding the P.T. in place at L2571+11.94 and adding more delta to the three-degree curve to make the back tangent line up with the existing P.I. at L2553+56.62. With this alignment a four-degree curve with 30 mph spirals will fit on the east end and still allow 100-foot tangents between curves. This proposal upgrades the existing 25 mph. This we believe will allow permissible speeds of 40 mph using like prices, Alternate No. 11 is estimated to cost $915,000. This alternate would appear to serve your foreseeable needs.

The difference in cost leads us to recommend our Alternate No. 11. While preliminary investigation indicates that the aforementioned fill into the river area would not adversely affect the flood way, concerns by other government and private organizations are probable. Responding to those concerns would lengthen the development of the project.

Two copies of preliminary plan sketches and estimates are being sent to you herewith for both Alternate No. 10 and Alternate No. 11 for your information.

Your early review of Alternate No. 11 and acceptance of it would be greatly appreciated.

H. S. Coulter, P.E.
State Highway Engineer

Att.

RT:jh st

bc E. S. Hunter w/att.
J. B. Boyd
J. H. Versteeg w/att.
R. D. Hector w/att.
W. N. Hackleman w/att.
R. D. Trygstad w/att.

1875

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

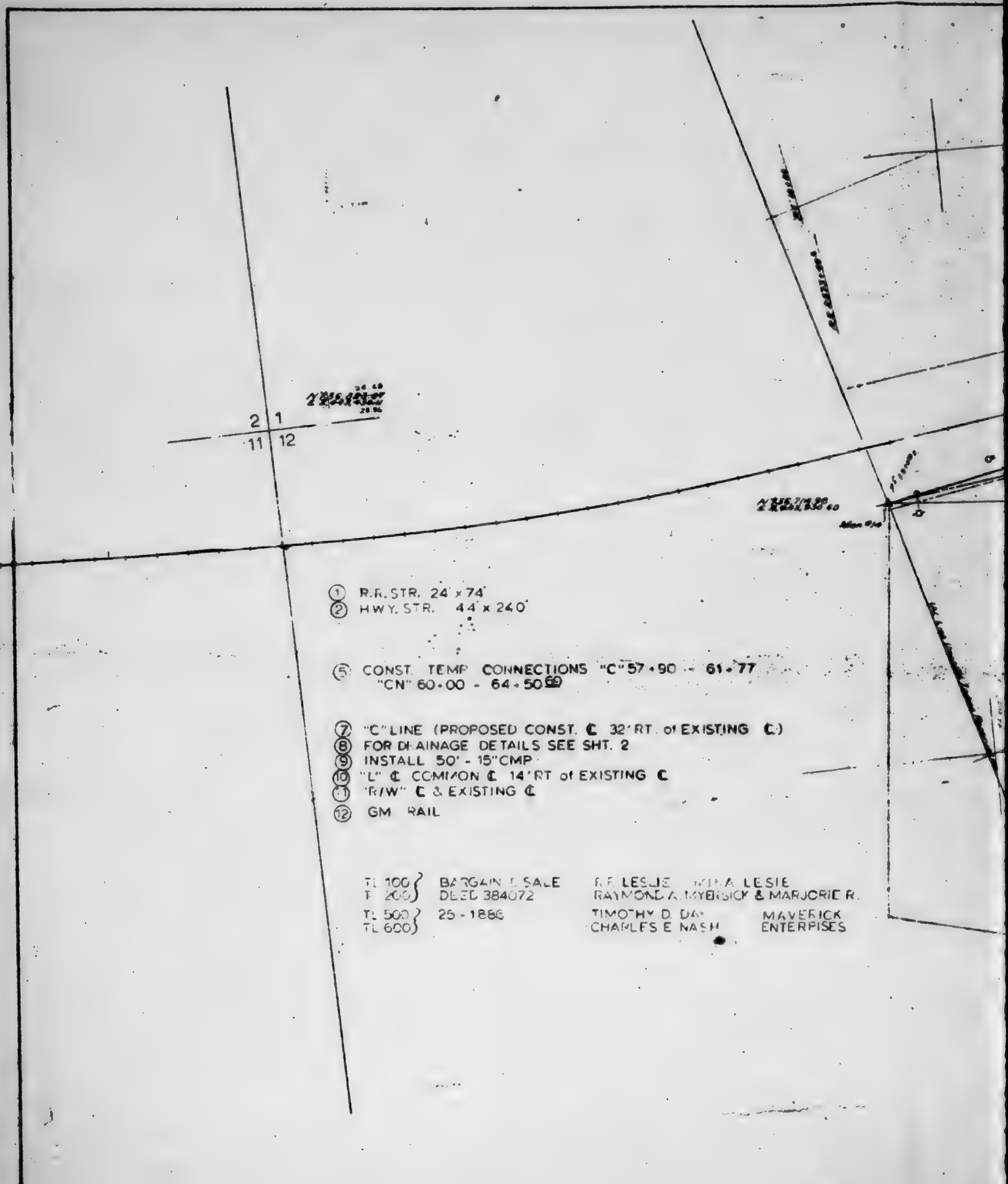
Sheet ______ of ______ She

ection Riverside Dr. (Umatilla R.) Bridge Unit Alt. #11 (Railroad Work Only)
ighway Oregon - Washington County Umatilla Prefix 30-1948
ength ______ Designer T. Wheeler Draftsman ______ Date 11/19/82
igned ______ Title ______

Grading & Drainage		$
Surfacing		$
Extra Work		$ 200,220
Construction Of Railroad Trackage, Removal Of Existing Trackage, Communication Mod., Signal Mod., Flagging & Insp. By Railroad Per Attached Estimate	$ 213,352	
Railroad Insurance	5,000	
Total Extra Work		$ 218,352
TOTAL		$ 418,572
+ 20% Engineering and Contingencies		$ 83,428
Structures		
R.R. Struct. (90' Single Track)	$ 403,000	
Remove Extg.	10,000	
Total Structures		$ 413,000
Right of Way		$ —
Total Estimated Cost		$ 915,000

ALTERNATE NO. 11
RIVERSIDE DR. (UMATILLA R.) BRIDGE
OREGON - WASHINGTON HWY.
UMATILLA CO.

Riverside Drive
Detail Sheet
South End

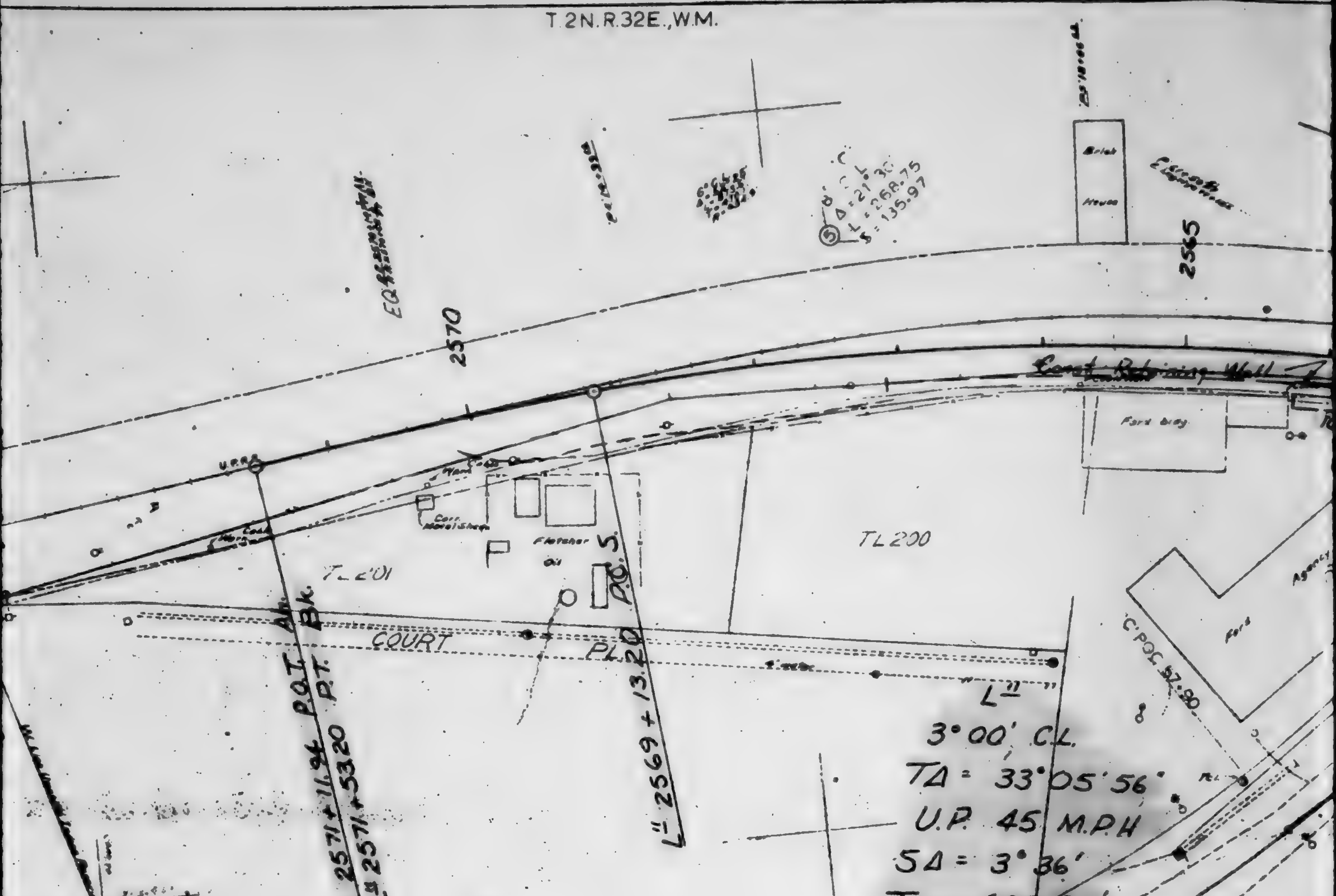


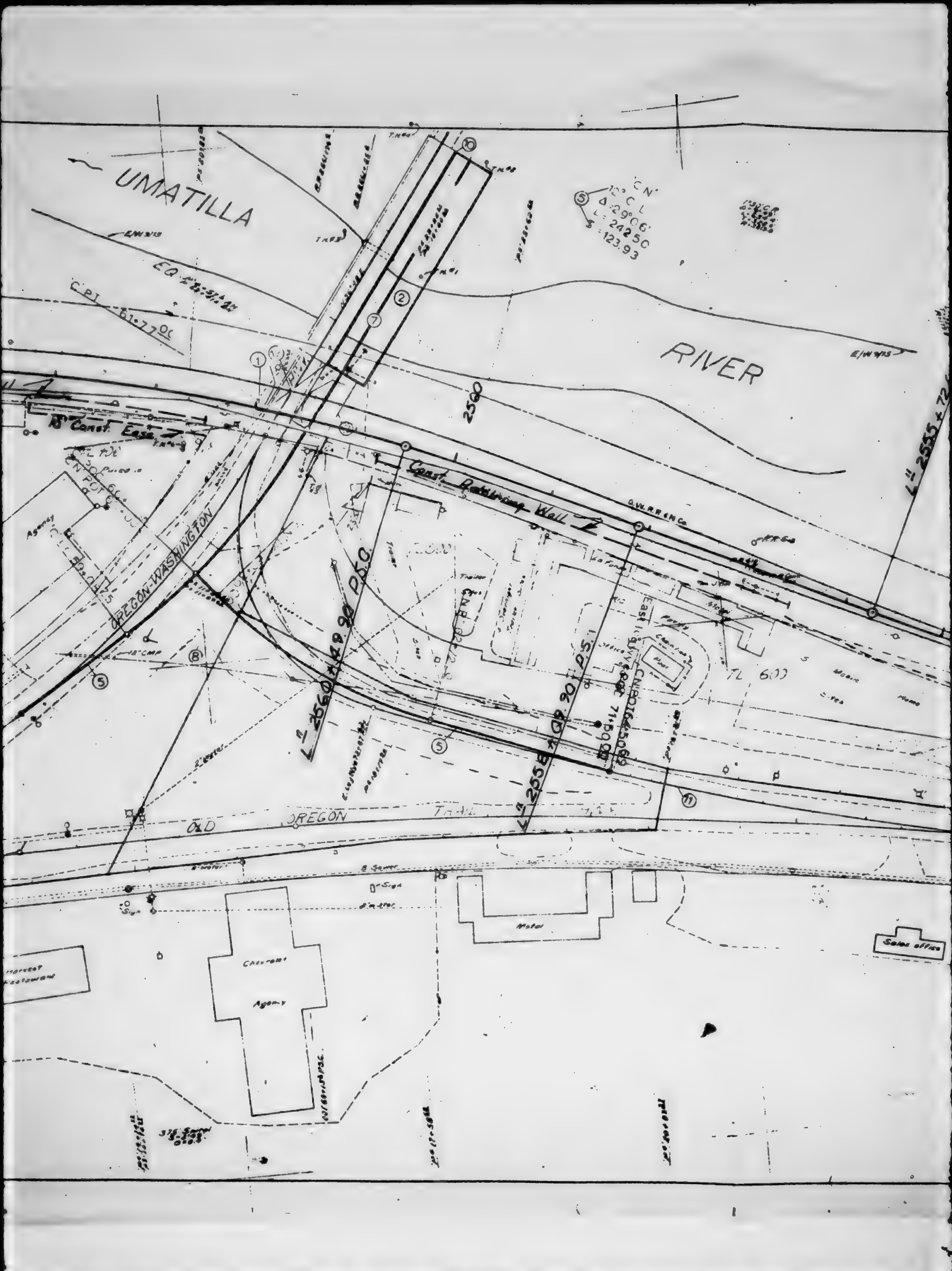
① R.R. STR. 24' x 74'
② HWY. STR. 44' x 240'

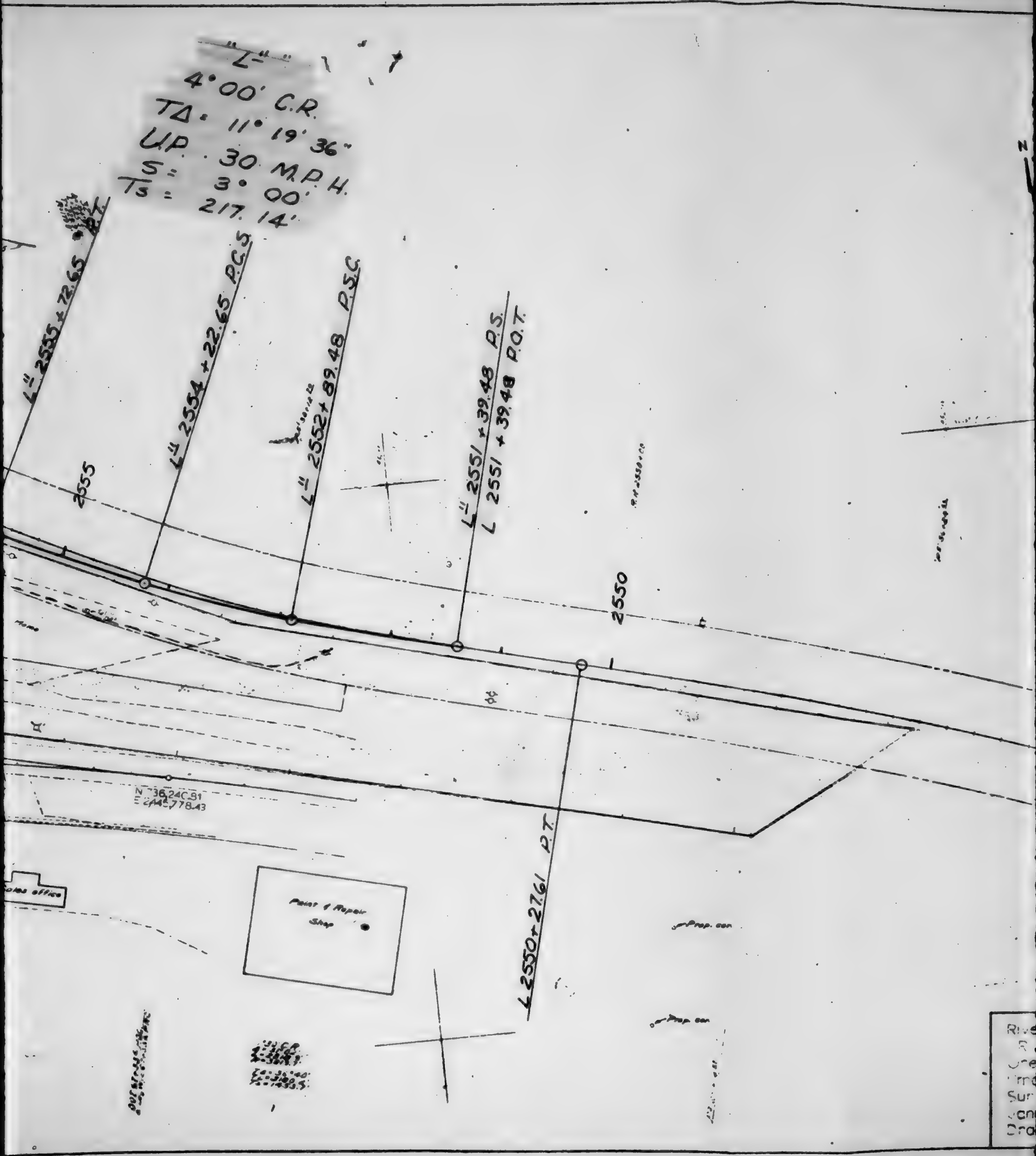
⑤ CONST. TEMP CONNECTIONS "C" 57+90 - 61+77
"CN" 60+00 - 64+50.69

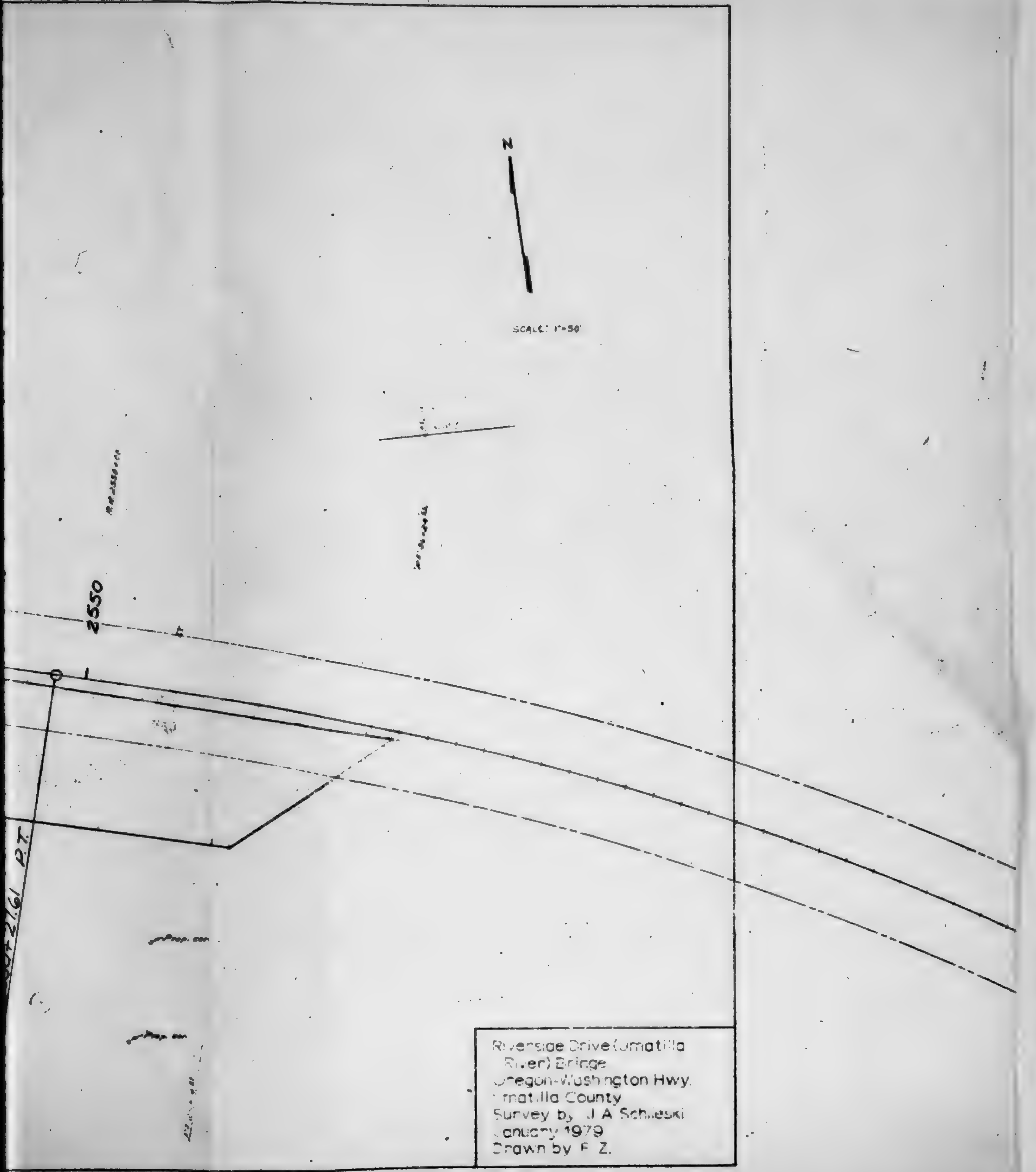
⑦ "C" LINE (PROPOSED CONST. ℄ 32' RT. of EXISTING ℄)
⑧ FOR DRAINAGE DETAILS SEE SHT. 2
⑨ INSTALL 50' - 15" CMP
⑩ "L" ℄ COMMON ℄ 14' RT of EXISTING ℄
⑪ "R/W" ℄ & EXISTING ℄
⑫ GM RAIL

TL 100 TL 200	BARGAIN & SALE DEED 384072	R.F. LESLIE [illegible] A. LESIE RAYMOND A. MYBISICK & MARJORIE R.	
TL 500 TL 600	25 - 1886	TIMOTHY D. DAY CHARLES E NASH	MAVERICK ENTERPISES


T.2N.R.32E.,W.M.
Brick House
2565
2570
Δ = 21°30'
L = 268.75
S = 135.97
⑤
Const. Retaining Wall
Ford bldg.
TL200
TL201
Fletcher Oil
COURT PL.
L" 2569 + 13.20 P.C. S.
L 2571 + 11.94 P.O.T. Ah.
L" 2571 + 53.20 P.T. Bk.
Ford Agency
C'POC 57+80
L"
3°00' C.L.
TΔ = 33°05'56"
U.P. 45 M.P.H
SΔ = 3°36'
Ts = 688.02
⑪
N 738,316.34
E 2,414,337.01
Service Station
Mon. 18


UMATILLA
RIVER
CN
10° CL
Δ:29°06'
L:242.50
S:123.93
⑤
C.P.I. 61+77.00
EQ
2560
L" 2555+72
18' Const. Ease.
Const. Retaining Wall
O.W.R.R.& N.Co.
OREGON-WASHINGTON
L" 2560+49.90 P.S.0.
L" 2558+09.90 P.S.1
East
TL 600
Pool
Office
Motel
Trailer
Mobile Homes
OLD OREGON TRAIL
Motel
Chevrolet Agency
Sales office
Agency
①
②
⑤
⑦
⑧
⑩
⑪


"L"
4°00' C.R.
TΔ = 11° 19' 36"
U.P. 30 M.P.H.
S = 3° 00'
Ts = 217.14'
L" 2555 + 72.65 P.T.
L" 2554 + 22.65 P.C.S.
L" 2552 + 89.48 P.S.C.
L" 2551 + 39.48 P.S.
L 2551 + 39.48 P.O.T.
2555
2550
L 2550 + 27.61 P.T.
N 36,240.81
E 244,778.43
Sales office
Paint & Repair Shop
Prop. cor.
Prop. cor.
N


N
SCALE: 1"=50'
2550
0+21.61 P.T.
Prop. con
Prop. con

Riverside Drive (Umatilla River) Bridge
Oregon-Washington Hwy.
Umatilla County
Survey by J A Schlieski
January 1979
Drawn by F Z.

9875

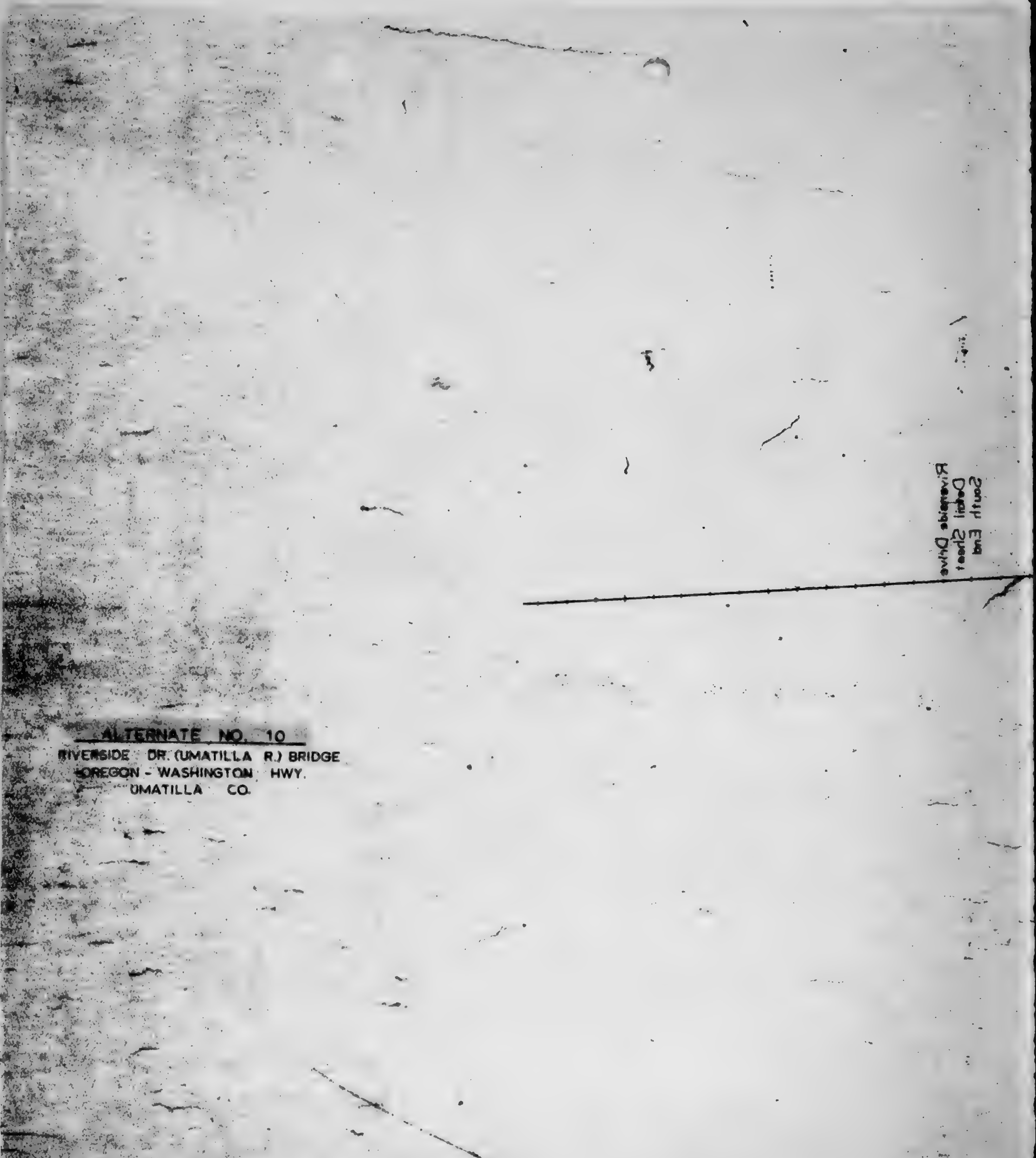
OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

10-07-82

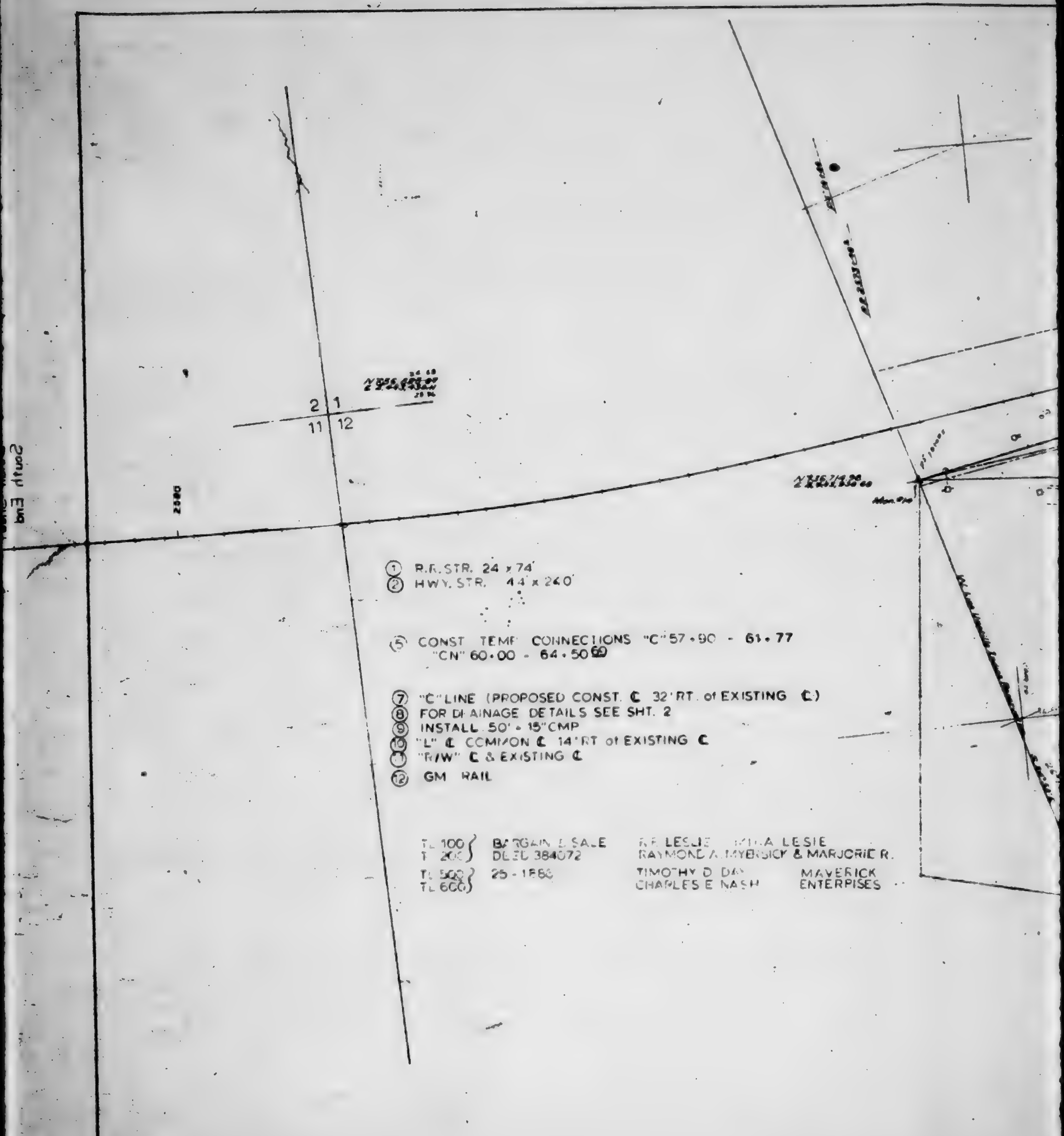
Sheet ______ of ______ She

on Riverside Dr. (Umatilla R.) Br. Unit w/Rip Rap. Alt. #10 (Railroad Work Only)
ghway Oregon - Washington County Umatilla Prefix 30-1945
ength ______ Designer T. Wheeler Draftsman ______ Date 10/07/82
igned ______ Title ______

Grading & Drainage		$
Surfacing		$
Extra Work		233,900
Construction Of Railroad Trackage, Removal Of Existing Trackage, Communication Mod., Signal Mod., Flagging & Insp. By Railroad - Per Attached Estimate	$ 232,365	
Railroad Insurance	5,000	
Total Extra Work		$ 237,365
TOTAL		$ 471,265
+ 20% Engineering and Contingencies		$ 94,735
Structures		
R.R. Struct. (90' Single Track)	$ 403,000	
Remove Existing	10,000	
Total Structures		$ 413,000
Right of Way		$ —
Total Estimated Cost		$ 979,000


Riverside Drive
Detail Sheet
South End

ALTERNATE NO. 10
RIVERSIDE DR. (UMATILLA R.) BRIDGE
OREGON - WASHINGTON HWY.
UMATILLA CO.

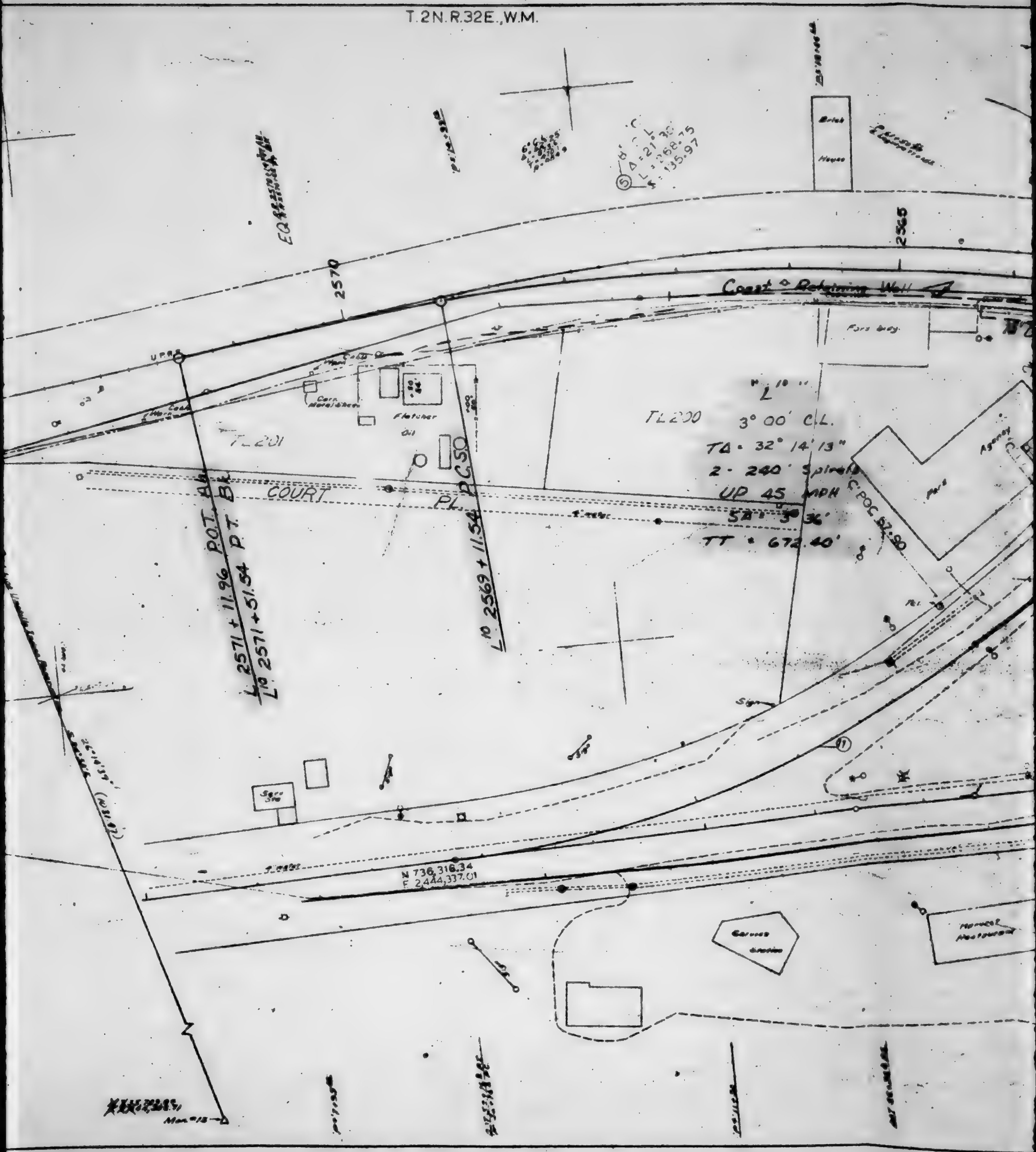


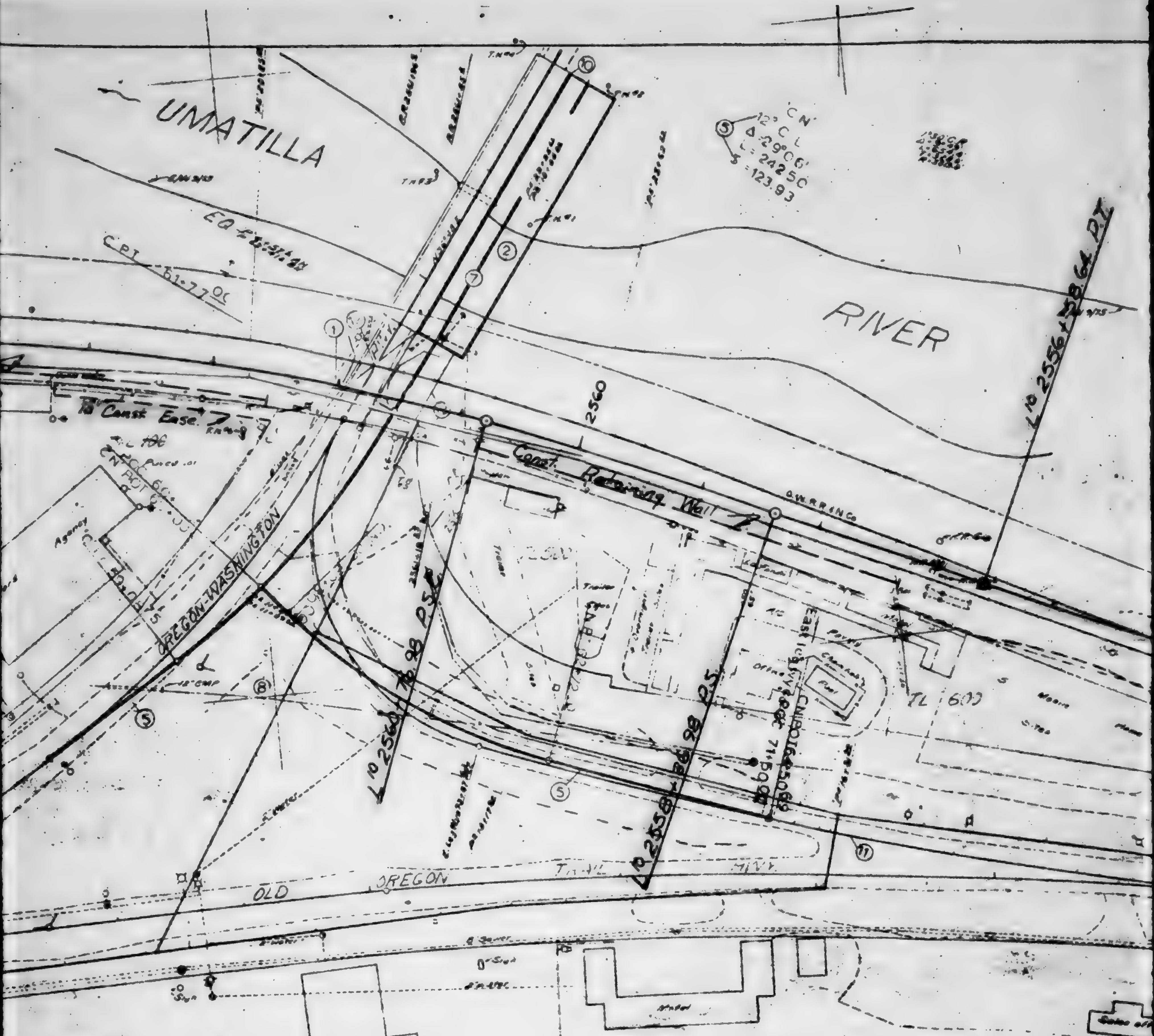
① R.R. STR. 24 x 74'
② HWY. STR. 44' x 240'

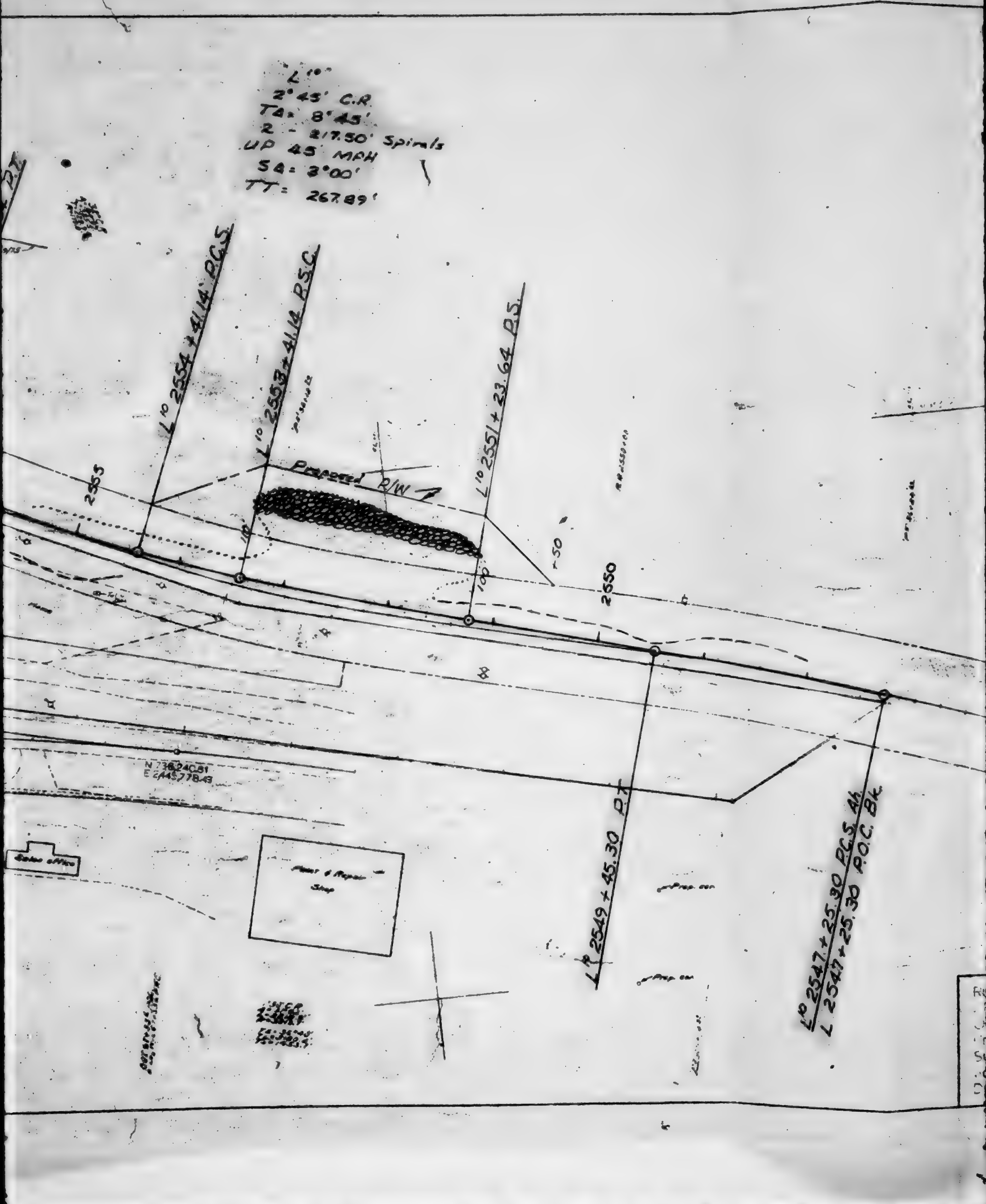
⑤ CONST TEMP CONNECTIONS "C" 57+90 - 61+77
"CN" 60+00 - 64+50 69

⑦ "C" LINE (PROPOSED CONST. ℄ 32' RT. of EXISTING ℄)
⑧ FOR DRAINAGE DETAILS SEE SHT. 2
⑨ INSTALL 50' - 15" CMP
⑩ "L" ℄ COMMON ℄ 14' RT of EXISTING ℄
⑪ "R/W" ℄ & EXISTING ℄
⑫ GM RAIL

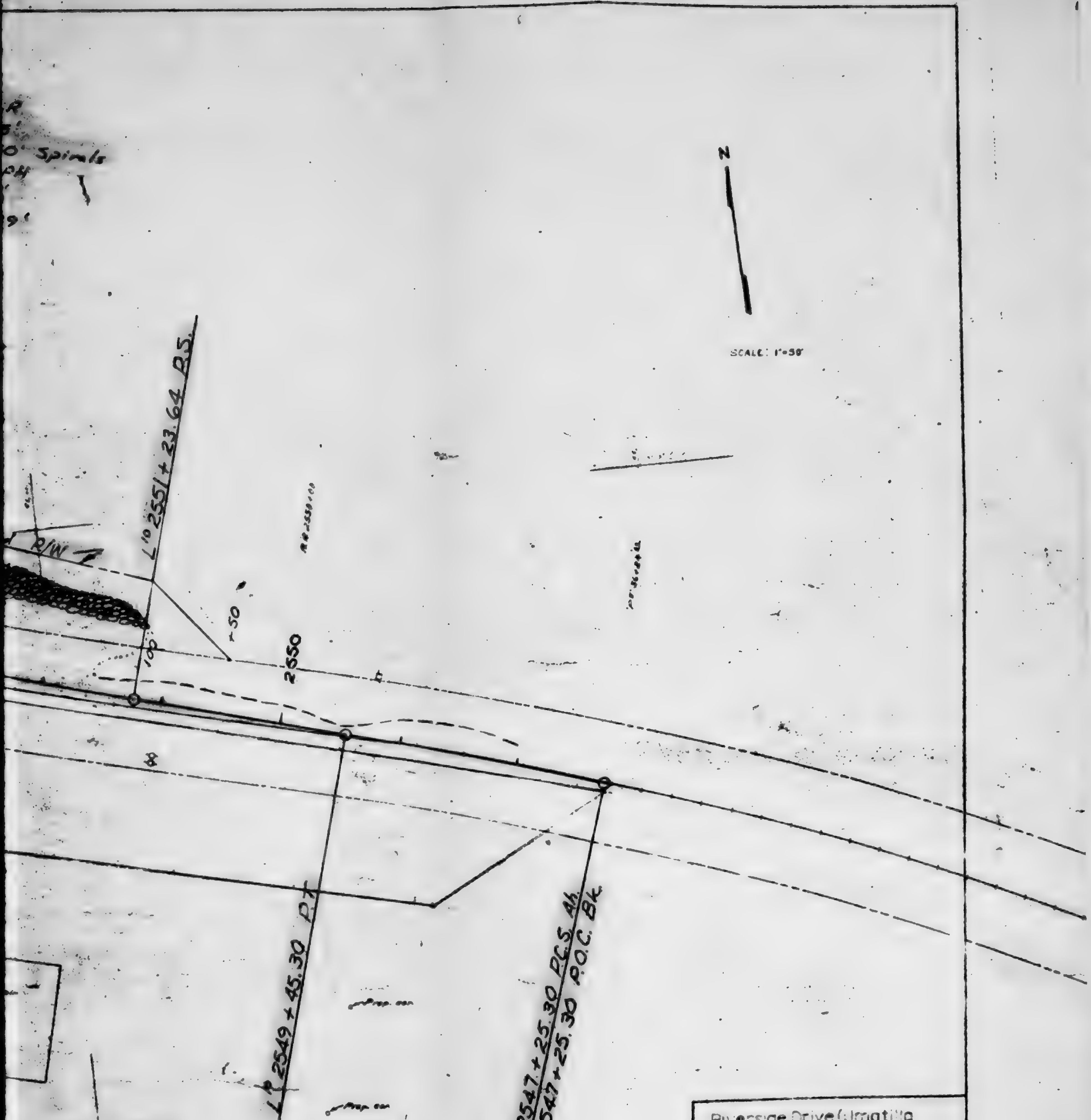
TL 100 } BARGAIN & SALE R.R. LESLIE [illegible] A LESIE
TL 200 } DEED 384072 RAYMOND A. MYERSICK & MARJORIE R.
TL 500 } 25 - 1886 TIMOTHY D DAY MAVERICK
TL 600 } CHARLES E NASH ENTERPISES


T.2N.R.32E.,W.M.
2570
2565
Coast ° Retaining Wall
Brick House
Fors bldg.
"L" 10
TL 200
3° 00' C.L.
TΔ = 32° 14' 13"
2 - 240' Spirals
UP 45 MPH
SΔ = 3° 36'
TT = 672.40'
C POC 67.80
TL 201
Fletcher Oil
COURT PL.
L 2571 + 11.96 P.O.T. Ah.
L10 2571 + 51.54 P.T. Bk.
L10 2569 + 11.54 P.C.S.O.
Δ = 21° 30'
L = 268.75
T = 135.97
⑤
⑪
Sign
Agency
N 736,316.34
E 2,444,337.01
Service Station
Mon. 13


UMATILLA
RIVER
CN
12° CL
Δ 29°06'
L 242.50
T 123.93
CPT 61+77.00
15' Const. Ease.
Const. Retaining Wall
O.W.R.R.&N.Co.
OREGON-WASHINGTON
2560
L10 2560+76.98 P.S.
L10 2558+86.98 P.S.
L10 2556+38.64 P.T.
TL 600
Pool
OLD OREGON TRAIL HWY
Agency
Chevrolet Agency
Motel
Harvest Restaurant


L10
2°45' C.R.
TΔ= 8°45'
2 - 217.50' Spirals
UP 45 MPH
SΔ= 3°00'
TT= 267.89'
L10 2554+41.14 P.C.S.
L10 2553+41.14 P.S.C.
L10 2551+23.64 P.S.
Proposed R/W
2555
10
100
+50
2650
N 738240.81
E 2445778.43
Sales office
Plant & Repair Shop
Prop. con
Prop. con
L10 2549+45.30 P.T.
L10 2547+25.90 P.C.S. Ah.
L 2547+25.30 P.O.C. Bk.

14


N
SCALE: 1"=50'
L10 2551+23.64 B.S.
R/W
100
+50
2550
L10 2549+45.30 P.T.
L10 2547+25.30 P.C.S. Ah.
L 2547+25.30 P.O.C. Bk.
0' Spirals

Riverside Drive (Umatilla
River) Bridge
Oregon-Washington Hwy.
Umatilla County
Survey by J A Schlieski
January 1979
Drawn by F Z.

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 22, 1982

In Reply Refer to
File No

RECEIVED
TECHNICAL SERVICES
JUL 22 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

David G. Lorenzen, P.E.
City Engineer
P. O. Box 190
Pendleton, OR 97801

Umatilla River (Riverside) Bridge
and UPRR Undercrossing
Oregon-Washington Highway
Umatilla County

This is in response to your recent letter requesting a status report on the subject project.

As you may know, there is still no agreement between the Union Pacific Railroad people and our department as to the eventual alignment of the railroad relative to the undercrossing structure. Union Pacific is interested in an improved alignment for their railroad while we are trying to limit expenditures to that reasonably necessary to replace the structures and improve the highway facility. On June 18 the Highway Division submitted to Union Pacific officials a proposal for realigning the railroad that would allow replacement of the undercrossing. This proposal blends well with but is not so extensive as their suggestion. Hopefully they will react favorably to this latest effort.

Here is the project status. Preliminary design is complete except for the railroad relocation or detour. The initial right-of-way appraisal is virtually finished. Right-of-way acquisition is estimated to require about 10-months time. Final road and bridge design could be accomplished concurrently with right-of-way acquisition. Pending approval by Union Pacific, the project could go to contract in June of 1983. Should this occur, the construction might be completed by September of 1984.

I hope this information will be of assistance to you. If you need further information, please contact me at telephone number 378-6883 or room 200, Transportation Building, Salem, 97310.

Frank E. Terpin, P.E., P.L.S. - Location Engineer
By

George C. Wills
George C. Wills, P.E., P.L.S. - Field Location Engineer

GCW:WNH:ge

bc E. S. Hunter
J. H. Versteeg
R. D. Hector
R. Trygstad

Form 734-3122

AN EQUAL OPPORTUNITY EMPLOYER

NOTED
E. S. HUNTER

ROW 18-2

June 18, 1982

Mr. F. Bealer, Superintendent
Union Pacific Railroad Company
Transportation Division
Department of Operation
P.O. Box 8979
Portland, OR 97208

Umatilla River (Riverside) Bridge
Oregon-Washington Highway
Umatilla County
UPRR File D 323-1-51 (0112)

Dear Mr. Bealer:

We have reviewed your request of April 13, 1982 and reevaluated the alternatives we submitted to you previously.

Your goal is understood to be to improve the railroad alignment in order to allow higher train operating speeds. Our goal is to replace the structure over the Umatilla River at the earliest possible date.

In response to our mutual needs, we have developed Alternate #9 which allows construction of a segment of Alternate #6 (Engineer Station 2561+32.35 to Engineer Station 2568+76.79) and to construct temporary connections back to the existing alignment. You will note on the attached map that we believe 45 MPH design can be developed on the temporary connections, and that the existing 25 MPH curve can be upgraded to 30 MPH (Engineer Station 2551+25.79 to Engineer Station 2555+86.01). We believe this realignment to be equal to or better than the existing alignment.

Adoption of this plan by both parties would allow the Oregon State Highway Division to develop their project on a timely basis and would allow the Union Pacific Railroad Company to undertake planning and construction of the remainder of Alternate #6 at a convenient time either now or in the future.

We believe our project scheduling would be jeopardized by participation in a jointly funded project for construction of Alternate #6. Environmental and procedural problems are posed at such time as we attempt to program Federal funds for extension of our work beyond the scope of the original project. We therefore have not responded to your question about our possible cost participation in construction of Alternate #6. The only really acceptable alternative for us to Alternative #9 is rebuilding the Railroad structure in place utilizing a shoofly (Alternative #7). Alternatives #7 and #9 allow us to meet our goal of an early construction date.

Please review this modified proposal and give us your decision at your earliest convenience.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

GCW/RDT/llr
Attachment
bc: E. S. Hunter
J. H. Versteeg
R. D. Hector
F. E. Terpin
Walt Hart

RECEIVED
TECHNICAL SERVICES
JUN 18 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

STATE OF ORE ON
HIGHWAY DIVISION - LOCATION UNIT

INT ROFFICE MEMO

y file
RH

30-1948

TO: FILE

DATE: 6-4-82 ~~May 28, 1982~~

FROM: George C. Wills
George C. Wills
Location Field Engineer

☐ RE ☐ RCE ☐ RME ☒ ROE Oh
☒ RFA ☐

JUN 04 1982
RECEIVED
REGION 5 OFFICE

SUBJECT: Umatilla (Riverside) Bridge
Oregon-Washington Highway
Umatilla County

Mr. David Lorenzen of the City of Pendleton called May 27 to ask the status of the subject project.

I advised him that time is running out for a "fiscal 83" letting date, however, that was still our goal.

I explained the three estimates which we had previously submitted to U.P.R.R. and their response. I also explained that the R.R.'s desires, if incorporated, would likely cause some delay. Further, that we would have a summation with estimates to submit to our management next week to get guidance for future strategy and action.

I expressed appreciation for his concerns and his offer of help with the R.R. from the City of Pendleton. I suggested that their help might be of value a little later in the process and that progress at this time is an "in-house" situation.

GCW:ge

cc R. D. Hector
J. H. Versteeg
F. E. Terpin
R. Trygstad

RECEIVED
STATE HWY ENGR
JUN 7 '82
REFER TO Hunter
cy 6-8-82
FOR

Info	Ideas	R/D	D/R	Sign	Act	File
✓						

6/4/82
Cy Schwartz

Can someone be motivated to resolve the problem with U.P.? Maybe a trip to Omaha to thump on a desk is in order -
R.H.

8

ROAD DESIGN SECTION DES 16

George Strawn
Region Traffic Operations Supervisor
Region V

May 19, 1983

D. R. Adams
Final Design Engineer

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
✓ Trout
Wakerlig

RECEIVED
MAY 20 1983
ROAD DESIGN SECTION

Do Not F
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Bring U
Action

Drainage Problem (Pendleton Hwy.)
Umatilla River (Riverside) Br. Sec.
Oregon-Washington Hwy.
Umatilla County

After review with David Bryson, Hydraulics Engineer, it is our opinion that the silts could be flushed through the system. Your settling basin design requires a large area and frequent maintenance.

The revisions shown on the enclosed prints (Detail Map & Pipe Profile) are submitted for your consideration.

Please review and reply as soon as possible.

DNS:mg

cc: D. Stoudenmeyer

9875 41133

Don -

I thought 6" desireable. 5' OK for new work & 4' only where must use to "fit in". Don.

8 N

STATE OF OREG N
LOCATION UNIT

INTE OFFICE MEMO
LOC 3

TO: MEMO TO THE FILE

DATE: May 6, 1983

FROM: John Grassman
Bicycle Program Coordinator

SUBJECT:
Bicycle Lanes
Umatilla River (Riverside) Bridge
Oregon-Washington Highway
City of Pendleton
Umatilla County

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 10 1983
ROAD DESIGN SECTION

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A Bicycle System Master Plan for the City of Pendleton was adopted by their City Council in 1981. The plan identifies that portion of the Oregon-Washington Highway which includes the Riverside Bridge as a part of their bicycle network. The plan states of Route 11 -- "Only connection to east and residential development..."

Our proposed design for the new bridge and approaches should provide for bicycle use.

JG:ja

cc J. H. Versteeg
Walt Hart
R. D. Hector

REFERRED TO
Watson
Mann
Cole
Stoudenmeyer DWJ
Erikson
King
Dorn
Leu
Board
Due
[✓ Return] Discuss Do File
By FINAL DESIGN ENGINEER

5-11-83
We have 4' shldrs. on both sides
for use of bikes.
DWJ

81-123-1387

7875

8 N

STATE OF OREGON
LOCATION UNIT

INTER-OFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: May 4, 1983

David W. Bryson

FROM: David W. Bryson, P.E.
Hydraulics Engineer

SUBJECT: Riverside Drive (Umatilla River) Bridge
Oregon-Washington Highway
Umatilla County

This report will discuss the expected effects of removing the existing concrete diversion dam which is located approximately 200 feet upstream of the highway. The elevation of the top of the diversion dam is 1096.0 feet, which is low enough to be overtopped each year by the river. The elevation of the channel bottom adjacent to the diversion dam is 1092.0 feet.

The alignment of the diversion dam is such that it deflects the low flows through the southerly span of the highway structure. Removing the diversion dam will allow the channel to straighten itself from the diversion dam to a point approximately 500 feet downstream of the highway. If the channel did straighten itself, it would probably shift approximately 100 feet to the north in this area. During peak flood flows, the flow would then be concentrated more in the center of the channel instead of along the southerly bank. This will have no significant effect on the proposed highway structure.

DWB:ja

cc Frank Terpin
Jack Davis
Bob Hector
Roger Trygstad
Don Adams

Versteeg
Anderson
1 Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

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ROAD DESIGN
SECTION

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Cole [✓ Stoudenmayer] Dws
Eriksen King
Beard Dorn Lau
Return [✓ Discuss] Do File Du
By FINAL DESIGN ENGINEER

?
If Part of R/W agreement, we will include in plans
Dws

81-125-1387

[illegible]
INT 5 2
Umatilla

DES

March 29, 1982

The Honorable Joe McLaughlin
Mayor, City of Pendleton
Pendleton City Hall
Pendleton, OR 97801

As a follow-up to your recent meeting with Fred Miller, we reviewed the current status of the Riverside Bridge project.

Alternate railroad relocation designs are currently being considered by Union Pacific at their Omaha office. We have been advised that their study and review should be complete and an answer available by the end of March.

If the railroad decision is reached as expected, all other phases of design, PUC approvals, and right-of-way acquisition can proceed in a timely manner.

It appears that we will be able to meet our schedule for a contract in February or March of 1983.

W. E. Schwartz, P.E., Assistant State
  Highway Engineer for Operations

WES:lb

bc Fred D. Miller
   H. S. Coulter
   E. S. Hunter
   R. D. Hector

RECEIVED
TATE HWY ENGR
JAN 8 '82
REFER TO
FOR
Info
Inves
R/D
D R
Sign
Act
File

WE, THE UNDERSIGNED, BECAUSE the Riverside Highway 11 bridge is in dangerous condition and constitutes a hazard to our families our neighbors and ourselves, BECAUSE the Riverside Highway 11 bridge in its present condition is inadequate for the needs of our busine and occupations as a passage to Northeastern Umatilla County and the Walla Walla areas due to height, weight, and width limitations, an BECAUSE the Riverside Highway 11 bridge currently has a depressing and detrimental effect on our businesses, jobs and occupations due effect of the limitations and unsafe conditions causing Pendleton not to be readily accessible for shipping and transportation to and Northeastern Umatilla County and Southwestern Washington,

WE HEREBY REQUEST the Oregon Department of Transportation without further delay past a starting date of 1982, replace the Rivers Highway 11 bridge with a safe and adequate bridge on or near that site across the Umatilla River.

DATE	PRINT NAME	SIGN NAME	ADDRESS	P
11-30-81	KATHLEEN MACE-EHMANN	Kathleen Mace-Ehmann	901 N.W. FURNISH	
11-30-81	NOEL C. KRAEGER	Noel C Kraeger	5442 SW DOUGLAS DRIVE	
11-30-81	SUE E. WALDMAN	Sue E Waldman	3709 SW Valley View Dr. Pendleton	
11/30/81	John F. Zuzel	John F Zuzel	518 SW 11th - Pendleton	
11/30/81	CAROL J BREHAUT Carol J. Brehaut	Carol J. Brehaut	210 NW 7th, Pendleton	
11/30/81	Kathy J Ward	Kathy Ward	PO Box 195 Pendleton	
12/2/81	Gerald O. George	Gerald George	918 SE 1st Pendleton	

RECEIVED
TATE HWY ENGR
JAN 8 '82
REFER TO
FOR
Info
Inve:
R/D
D R
Sign
Act
File

P. 1

, THE UNDERSIGNED, BECAUSE the Riverside Highway 11 bridge is in dangerous condition and constitutes a hazard to our families,
bors and ourselves, BECAUSE the Riverside Highway 11 bridge in its present condition is inadequate for the needs of our businesses
ations as a passage to Northeastern Umatilla County and the Walla Walla areas due to height, weight, and width limitations, and
he Riverside Highway 11 bridge currently has a depressing and detrimental effect on our businesses, jobs and occupations due to the
the limitations and unsafe conditions causing Pendleton not to be readily accessible for shipping and transportation to and from
ern Umatilla County and Southwestern Washington,

HEREBY REQUEST the Oregon Department of Transportation without further delay past a starting date of 1982, replace the Riverside
bridge with a safe and adequate bridge on or near that site across the Umatilla River.

PRINT NAME	SIGN NAME	ADDRESS	PRECINCT NUMBER
KATHLEEN MACE-EHMANN	Kathleen Mace-Ehmann	901 N.W. FURNISH	
NOEL C. REAGER	Noel C Reager	5442 SW DOUGLAS DRIVE	
SUE E. WALDMAN	Sue E Waldman	3709 SW Valley View Dr - Pendleton	110
John F. Zuzel	John Zuzel	518 SW 11th - Pendleton	
CAROL J BREHAUT Carol J. Brehaut	Carol J. Brehaut	210 NW 7th, Pendleton	39
Kathy J. Ward	Kathy Ward	PO Box 195 Pendleton	110
Gerald O. George	Gerald George	918 SE 1st Pendleton	0137

Con [illegible]
[illegible]

DES 16

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: March 15, 1982

FROM: J H Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Umatilla River (Riverside) Br. & UPRR O'xing
Oregon-Washington Highway
Umatilla County

Current status of project:

1. Modified designs of a suggested Railroad Company proposal were discussed with Bob Orr on December 12, 1981. Roger Trygstad received word from the Railroad on Feb. 24, 1982 that the proposal was under study by the Railroad Engineering Staff in Omaha and that an answer should be available around the end of March.

2. After the railroad decision is reached, it will be some six to eight months for PUC approval, Railroad right-of-way acquisition, etc. The project is in the final design phase and will take approximately one month to complete. Railroad encroachment map will also take about one month to complete.

3. Right-of-way acquisition will take a minimum of eight or nine months from the time the railroad decision is received.

4. The control time for letting the contract seems to be with Bridge Design. Walt Hart indicates that with his workload he cannot start design until this fall. Design time, Railroad approval of design, etc. will take all winter. Walt estimates he could be ready for a February or March 1983 bid letting.

JHV:rw

Attachment

MAR 15 1982

cy Fred Miller 3-19-82
FYI. —
No action by city needed
at this time —
HSZ

Mayor Joe McLoughlin

DES 16 Hwy 8

ROAD DESIGN SECTION

J. H. Versteeg
Road Design Engineer

March 12, 1982

Don
Donald L. Trout
Final Project Coordinator

Umatilla River (Riverside) Br. & UPRR O'xing
Oregon-Washington Highway
Umatilla County

Current status of project:

1. The second proposal for railroad work was sent to the Railroad Company some time ago. Roger Trygstad had word from them about two weeks ago that indicated they would have a decision to us about the middle of March, 1982.
2. After the railroad decision is reached, it will be some six to eight months for PUC approval, Railroad right-of-way acquisition, etc. The project is in the final design phase and will take approximately one month to complete. Railroad encroachment map will also take about one month to complete.
3. Right-of-way acquisition will take a minimum of eight or nine months from the time the railroad decision is received.
4. The control time for letting the contract seems to be with Bridge Design. Walt Hart indicates that with his workload he cannot start design until this fall. Design time, Railroad approval of design, etc. will take all winter. Walt estimates he could be ready for a February or March 1983 bid letting.

DLT:rw

cc: J. B. Boyd.
Walt Hart

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
CON 19

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: March 9, 1982

FROM: H. S. Coulter HSC
State Highway Engineer

How is the Riverside Bridge project progressing? I understand the City has some leverage with the Railroad, if necessary, to advance this project.

HSC:ia

R.R. Decision on Plan - Any time (March 15)
PUC Applic. } 6-8 month
R/R R/W }

Letting Feb-Mar '83 for Br.
w/workload they can't start Design until this Fall

After RR Decision
R/W Desc 1 Week
R/R Encr Map - 1 month
& Final Plans - 1 months

R/W - 8-9 months minimum

L Versteeg
Anderson
Adams
Olson
Sullivan
Tarpin
Trout
Wekarlig

RECEIVED
MAR 11 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

3-11-82
Please give me a report for Mon staff
ESH

RECEIVED
TECHNICAL SERVICES
MAR 10 '82
REFER TO Planning
FOR

Info	Invest	R/D	D/R	Sign	Act	File

1275

[illegible]

January 8, 1982

CON

Pendleton Chamber of Commerce
P. O. Box 1446
Pendleton, OR 97801

Thank you for your petition concerning the Riverside Highway 11 Bridge in Pendleton.

The petition has been forwarded to Wendell E. Schwartz, our Region Engineer in La Grande, who is handling this project. If you have any questions, I suggest you address them to Mr. Schwartz at 2111 Adams Avenue, La Grande 97850, phone 963-3177.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

HSC:1a

cc W. E. Schwartz

9875

Pendleton, OR
East Oregonian
(Cir. D. 12,554)

DEC 30 1981

Allen's P. C. B *Est. 1888*

We need to keep after Riverside bridge project

756

People who motor across the antique Riverside Highway 11 Bridge in Pendleton owe thanks to several Umatilla County residents who urged recently that the bridge's replacement be hurried up.

The 1916 bridge is so narrow (19 feet wide) that some motorists have found themselves inhaling when traveling across it. In view of the trucks which rumble over the span, Umatilla County has been lucky the bridge's accident record hasn't been worse.

The state had scheduled the Riverside Bridge for replacement in 1982. But more recent six-year highway plans listed the project for 1985.

Various business, chamber of commerce and local government persons pressed Gov. Atiyeh and transportation officials recently to move the bridge project back up. They were successful. A new bridge is listed now for 1983.

Starting the project in 1982 would be even better. But that's apparently impossible.

Pat Schwarz, the regional highway engineer in La Grande, said design of the new bridge is almost complete. But he said three other things need to be carried out — right of way needs to be bought, Union Pacific has to decide how it's going to move its nearby railroad bridge, and the necessary state and federal dollars for the project have to be lined up.

Schwarz said that although the bridge has received poor safety ratings, he believes it will remain standing until it can be replaced. He said the safety ratings don't take into account what he called the "adequate" repairs to the span.

People of this area will have to keep an eye on the scheduling of the project, though.

The problem is not so much reductions in federal and state funding. Such cuts would affect highway projects all over Oregon. The danger is that as people in other parts of the state keep lobbying for their highway projects, the Riverside Bridge might slip down again on the schedule.

A recent article in The Oregonian said three Portland members of the Oregon Transportation Commission had sug-

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9875

Pendleton, OR
East Oregonian
(Cir. D. 12,554)

DEC 30 1981

Allen's P. C. B Est. 1888

We need to keep after Riverside bridge project

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An editorial writer on the Eugene Register-Guard, Al Currey, wrote that it appeared to him that the Portland area's gains in highway projects had resulted mainly from the fact that Portland officials had a few projects planned

DEC 30 1981

Allen's P. C. B Est. 1888

We need to keep after Riverside bridge project

'716

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An editorial writer on the Eugene Register-Guard, Al Currey, wrote that it appeared to him that the Portland area's gains in highway projects had resulted mainly from the fact that Portland officials had a few projects planned and were promoting them to the state.

It's clear Umatilla County people will have to keep going to bat for replacement of the Riverside Bridge.

The East Oregonian's editorials are written by Rick Fitch and Mike Forrester.
Letters to the Open Forum are encouraged. Direct them, with name, address and signature, to: Open Forum, East Oregonian, P.O. Box 1089, Pendleton, 97801.

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

9875

A-

December 18, 1981

PLA 6

Doris Hoeft, Corresp. Sec.
Umatilla County Soil and Water
  Conservation District
1229 S.E. Third
Pendleton, OR 97801

Dear Ms. Hoeft:

copy 81-10
con Pendleton

We call the project you wrote about the S.E. 10th-Riverside Section of the Oregon-Washington Highway. This project is not in our plans for construction in the foreseeable future. Due to our limited and uncertain funding capability, the Oregon Transportation Commission has made the decision that new construction such as the S.E. 10th-Riverside project will be deferred because of its high cost. Instead we are concentrating on resurfacing and rehabilitating the existing system which is more cost effective at this time.

When we were actively planning the S.E. 10th-Riverside project, we worked with citizen's groups and local government officials. It was their opinion that the existing Riverside Bridge would be necessary to serve the area even if we did build the S.E. 10th-Riverside project. It is with this in mind that we have gone ahead with plans to rebuild the existing structure which is now totally inadequate for current traffic and is badly deteriorated.

Plans for the Riverside Bridge project specify a new 2-lane bridge across the Umatilla River. The bridge is designed in such a manner that it can eventually be expanded to a 4-lane bridge if a decision is made to abandon the S.E. 10th-Riverside project.

The new railroad structure, to be built in conjunction with the new Riverside Bridge, must be made long enough to accomodate traffic across the existing bridge while a new bridge is being built beside it. This additional length for the railroad structure would accommodate the future 4-lane construction of the bridge.

Doris Hoeft
December 18, 1981
page 2

You also mentioned a growing traffic problem on S.E. Court Street across the railroad viaduct and in the vicinity of St. Anthony Hospital. We are aware of this problem and agree that the S.E. 10th-Riverside project would certainly help to alleviate it. If S.E. 10th-Riverside is never built, there are other ways to solve this problem, i.e. a one-way couplet on Court Street and Court Place with an expanded viaduct to accommodate 4-land traffic.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

WES:vt md

bcc W. E. Schwartz

O.K. - WES

RECEIVED
STATE HWY ENGR
DEC 17 '81
REFER TO
FOR
Info | Inve | R/D | D R | Sign | Act | File

Suggested Rough Draft Reply for Mr. Coulters Consideration

December 16, 1981

OK KR

Ms. Doris Hoeft, Corresp. Sec.
Soil and Water Conservation District
1229 S.E. Third
Pendleton, Oregon 97801

Dear Ms. Hoeft:

We call the project you wrote about the S.E. 10th-Riverside Section of the Oregon-Washington Highway. This project is not in our plans for construction in the foreseeable future. The Oregon Transportation Commission has made the decision that, due to our limited and uncertain funding capability, new construction, such as the S.E. 10th-Riverside project, will be deferred because of its high cost. Instead, we are concentrating on resurfacing and rehabilitating the existing system which is more cost effective at this time.

You should know that when we were actively planning the S.E. 10th-Riverside project, we worked with citizens groups and local government officials. It was their opinion that the existing Riverside Bridge would be necessary to serve the area even if we did build the S.E. 10th-Riverside project. It is with this in mind that we have gone ahead with plans to re-build the existing structure which is totally inadequate for current traffic and is badly deteriorated.

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Sincerely,

WES/vt
Suggested cc: Region 5 Office

UMATILLA COUNTY

Soil and Water Conservation District

1229 S.E. Third
PENDLETON, OREGON 97801

December 7, 1981

H. Scott Coulter
State Highway Engineer
Oregon Department of Transportation
140 Transportation Building
Salem, Oregon 97310

Dear Sir:

Is there any thought of continuing Highway 11 or whateve r you call the one that comes from 80N down to the old viaduct and stops? If this continuation that connects with Highway 11 at Riverside is completed there would be no need of spending huge sums to change the railroad and put in a new bridge at the sight of or near the present Riverside Bridge because most traffic would use the new road and bridge.

Our district feels that this is the only wise use of the money to be spent on development inthe Riverside area. It would be foolish to build a new bridge in the old location only to practically abandon it when the new highway connedtion is built. The old overpass is going to be inadequate in a short time due to increas ed traffic if the new section is not put in. There is a bad traffic spot at St. Anthony's Hospital also.

Sincerely,

Doris Hoeft, Corresp. Sec.

RECEIVED
STATE HWY ENGR

DEC 10 '81

REFER TO

FOR

Info	Inv	R/D	D/R	Sign	Act	File
		X				

9875

PLA 7

December 7, 1981

W. M. Griffith
Frazier Book Store
227 South Main
P. O. Box 1670
Pendleton, OR 97801

The Oregon State Highway Division is well aware of the condition and inconvenience of the Riverside Bridge in Pendleton. We have a plan and a timetable for doing something about this problem. The plan not only includes the bridge itself, but the railroad underpass at the southerly end of the bridge.

We are presently in the final stages of developing a new Six-Year Highway Improvement Program. The Riverside Bridge project is in this program. Initially, the project was scheduled for fiscal year 1985. As a result of testimony by Pendleton area people at a public hearing held in Hermiston, we now propose to move the Riverside Bridge project to fiscal year 1983. This is the earliest date that necessary agreements with the railroad can be completed and right-of-way can be purchased.

The Six-Year Program is scheduled to be approved by the Oregon Transportation Commission in January 1982. Hopefully, the Riverside Bridge project will remain in the 1983 program and this badly needed bridge replacement will finally be accomplished.

I appreciate your concern and comments.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

WES:dp 1b

bc D. H. Moehring
W. E. Schwartz

Frazier Book Store
Complete Office Outfitters
Books and Stationery
227 South Main P. O. Box 1670
Pendleton, Oregon 97801
Phone 503 276-1121

November 25, 1981

Mr. H. Scott Coulter
State Highway Engineer
Oregon Department of Transportation
140 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
NOV 30 '81
REFER TO
Schwartz
FOR

[illegible]	[illegible]	R/D	D/R	[illegible]	Act	File
		X				

cy
11/30
due
12/9

Re: Concern for Replacement of Umatilla River Bridge
on Highway 11 Northeast of Pendleton

Dear Mr. Coulter:

We want to express our concern regarding the unsafe and congested situation that now exists relative to this bridge. We are totally supportive of the concerns expressed by the contingency from Pendleton that testified at the recent Hermiston hearing regarding this matter.

I have been driving across this bridge for the last 15 years and every time I do so I am reminded of man's injustice to man and the obvious unsafe nature of this crossing. Pendleton is a transportation trade and service center for Eastern Oregon. People, materials and supplies pass through Pendleton in great numbers and volume every year through all accesses to the community, including the Umatilla Bridge on Highway 11. As it is a wonder that more people have not been seriously injured in traffic accidents on this bridge, it is equally imperative that Pendleton be afforded their fair share in simply sustaining that which already exists as to safe, efficient crossings. We don't see this as a request for an expanded freeway or extension or additional bridge, but merely replacement of one which is totally obsolete and unsafe at a crossing which is extremely important and necessary to the vitality and economic sustenance of the community.

We strongly urge your attention to and concern for the crossing at Highway 11 and hope that the replacement of said crossing can be accomplished within the next two years.

Sincerely,

W. M. Griffith

WMG:jm

9875 9-15-81 1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-19(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80274

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/15/81

8. FEDERAL ROUTE NUMBER Primary 19

9. STATE ROUTE NUMBER Primary 8

10. GENERAL LOCATION:

Umatilla River (Riverside) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 9/4/81 I approve the relocation plan for the subject project dated July 13, 1981 and supplement dated August 20, 1981.

Also, as requested, you are now authorized to proceed with all phases of Right of Way acquisition for files 51979, 51980, 51982 through 51992 as shown on R/W map 9B-19-4 at a TEC of $125,700 - Federal Funds $110,842.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 23 '81
REFER TO [illegible]
FOR
Info Inves.

orig-10
9-23

14. DATE 9/15/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hammer

16. TITLE for DIVISION ADMINISTRATOR

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9875

t

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 4, 1981

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. F-19(5)
Umatilla River (Riverside) Bridge Sec.
Right of Way
Umatilla County

Enclosed is a copy of the relocation plan for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to proceed with the actual acquisition of right of way all phases including relocaton assistance at an estimated total cost of $125,700 with an obligation of $110,842 in federal funds. The right of way to be acquired is as outlined in red on right-of-way map 9B-19-4 which was forwarded under our letter of July 30, 1981.

We desire at this time to have the project funded from the balance of unobligated FY '81' 80% limitation.

Within a reasonable period of time prior to displacement a comparable replacement dwelling will be available or provided for the displaced family who are initial occupants or adequate replacement dwellings will be available or provided for displaced individuals or families who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided from the Region 4 Right-of-Way Office in Bend.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

9975 t

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 30, 1981 PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80274
Project No. F-19(5)
Umatilla River (Riverside) Bridge Section
Umatilla County

Enclosed is data consisting of PR-1 forms, sketch maps and right of way map 9B-19-4 for the subject project.

We will request authorization to proceed with the actual acquisition of right of way under separate action upon receipt and approval of the required relocation plan.

This project is expected to be funded from the 20% of the FY '81 limitation withheld from distribution until after August 1.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
J. Dixon
General Files

Form 734-3122

9075 t

ROW 18-2

July 20, 1981

Mr. R. S. Orr
Public Projects Engineer
Union Pacific Railroad Co.
PO Box 8979
Portland, OR 97208

NOTE
E. S. HUNTER

Umatilla River (Riverside) Br.
Oregon-Washington Hwy.
Umatilla County
UPRR File D 323-1-51

Dear Bob:

Mr. Bealer's July 1st letter transmitted a revised alignment for the railroad trackage to accommodate the subject project. This alignment has, for us, the same disadvantage that prior proposals had; namely, the expense of building nearly a mile of new railroad trackage. We simply do not have the money allocated to this project to do this.

As we have mentioned before, the shoo-fly proposal submitted with my March 20th letter has less impact on man-made developments as well as the natural habitat and gets the project within the money allocated. I wish that you would re-evaluate this proposal, keeping in mind the reduced train speeds at this location and the plan that the shoo-fly will allow your Company to continue service without interruption and with little, if any, decrease in efficiency. Once the permanent structure has been completed, the trains can return to the existing alignment with no change in line or grade.

If we cannot work out a mutually satisfactory shoo-fly or less expensive alternative, we would like to ask the Union Pacific Railroad Company to participate in the project.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw

bc: E. S. Hunter
W. E. Schwartz
Frank Terpin

RECEIVED
TECHNICAL SERVICES

JUL 21 '81

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9875

t

STATE OF OREGON
LOCATION UNIT - HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Roger Trygstad
Railroad and Utility Engineer

DATE: July 13, 1981

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Umatilla River (Riverside) Bridge
Oregon-Washington Highway (Pendleton)
Umatilla County

NOTED
E. S. HUNTER

Returned herewith is the sketch map showing Union Pacific Railroad Company's proposal for realignment of their trackage in the vicinity of the subject project. We have a reproducible copy and print of this map.

The company's proposal for realigning almost a mile of their track appears to offer substantial improvement for the Railroad; however, it is my opinion that State and Federal funds dedicated to highway use should not be expended for railroad improvement beyond the scope of that needed to replace the undercrossing thereof. We believe that our previous proposal employing a railroad shoofly would allow the company to continue service without interruption and with no decrease in efficiency. Once the permanent structure had been completed, the trains could return to the existing alignment with no change in line or grade.

FET:WNH:ge
Attachment

cc E. S. Hunter
W. E. Schwartz
W. N. Hackleman

RECEIVED
TECHNICAL SERVICES
JUL 15 '81
REFER TO
FOR

Contains
Recycled
Materials

7875

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

June 19, 1981

J. H. Versteeg
Road Design Engineer

Files 51979 through 51992 (Except for file 51981)
Umatilla River (Riverside) Bridge and
U.P.R.R. O'Xing Section
[redacted]
Umatilla County

Attached are descriptions, an authorization and prints for 13 files for the subject project, scheduled for fiscal third quarter of 1984.

Additional files covering the railroad property will be forthcoming.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

9875

T 1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -19(4)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80274

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12/4/80

FEDERAL ROUTE NUMBER Primary 19

STATE ROUTE NUMBER Primary 8

GENERAL LOCATION:

Umatilla River (Riverside) Bridge Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/21/80 I approve the revised Preliminary Engineering Costs to a TEC of $160,800 Federal Funds $137,903.

(Increase TEC $60,800 Federal Funds $52,148)

DATE 12/4/80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-555

9875

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 19(4)

STATE PROJECT NO. See Below

FROM:
G.L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80274

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H.S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 15 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | C/R | Sign | Act | File

9-15 [illegible]

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9/11/80

FEDERAL ROUTE NUMBER Primary 19

STATE ROUTE NUMBER Primary 8

GENERAL LOCATION:

Umatilla River (Riverside) Bridge Section

GENERAL DESCRIPTION OF WORK:

PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $33,000
F.F. $28,300
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5/30/80.

DATE 9/11/80

SIGNATURE OF APPROVING OFFICIAL

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-58) WILL BE USED

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9275

Final Negative Declaration

UMATILLA RIVER (RIVERSIDE) BRIDGE
OREGON-WASHINGTON HIGHWAY
CITY OF PENDLETON
UMATILLA COUNTY, OREGON

Oregon Department of Transportation
and
Federal Highway Administration

UMATILLA RIVER (RIVERSIDE) BRIDGE
OREGON-WASHINGTON HIGHWAY
CITY OF PENDLETON
UMATILLA COUNTY, OREGON

Oregon Project F-19(4)

FINAL NEGATIVE DECLARATION

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon Department of Transportation

9-2-80
Date

E S Hunter
Assistant State Highway Engineer

9-9-80
Date

E J Valach
Federal Highway Administration Official

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Final Negative Declaration
UMATILLA RIVER (RIVERSIDE) BRIDGE
OREGON-WASHINGTON HIGHWAY
CITY OF PENDLETON
UMATILLA COUNTY, OREGON

PURPOSE AND DESCRIPTION OF PROJECT

The project is situated in northeast Oregon near the northeastern city limits of Pendleton, where the Oregon-Washington Highway (Oregon 11) crosses the Umatilla River (Figure 1). The highway originates at Interstate 84 (South Pendleton Interchange), extends through the eastern Pendleton urban area north to the city of Milton-Freewater, and becomes Washington State Route 125 at the Washington state line near Walla Walla, Washington. Oregon Highway 11 provides the major link between northeastern Oregon and the Walla Walla area.

The purpose of the proposed project is to construct a new (replacement) highway bridge over the Umatilla River, new approaches to the bridge, and a new railroad undercrossing. While both the existing bridge and railroad undercrossing are narrow, the bridge is especially narrow, dilapidated, and deteriorating. The 19-foot width of the bridge is restricted to one-way traffic for trucks and buses, which creates a major bottleneck and safety hazard. Major residential growth in the northeastern portion of Pendleton (the Riverside area) together with increased traffic volumes between Pendleton and the Walla Walla area, has resulted in the current bottleneck at the Umatilla River Bridge.

The proposed project extends north from the intersection of Oregon Highway 11 and U.S. Highway 30, under the Union Pacific Railroad Undercrossing and across the Umatilla River, to the intersection of Highway 11 and Riverside Drive (Figure 2). The close proximity of the existing highway bridge and the narrow railroad undercrossing makes it impractical to build the new structures under stage construction and still maintain traffic flow. Therefore, a new bridge would be built on the upstream side of the existing bridge, allowing traffic to use the existing bridge during construction.

ALTERNATIVES

Two alternatives were proposed in the draft negative declaration for this section of Highway 11:

> No-Build Alternative - This alternative would have maintained the roadway in its present condition, allowing for normal maintenance of the roadway, bridge, and railroad undercrossing. (See Figure 3.)
>
> Build Alternative (now the selected alternative) - This alternative will replace the existing bridge with a new two-lane bridge, replace the narrow railroad undercrossing with a new undercrossing wide enough for four lanes of roadway, and construct new bridge approaches (see Figure 4). As now

FIGURE 1
PROJECT'S LOCATION IN OREGON

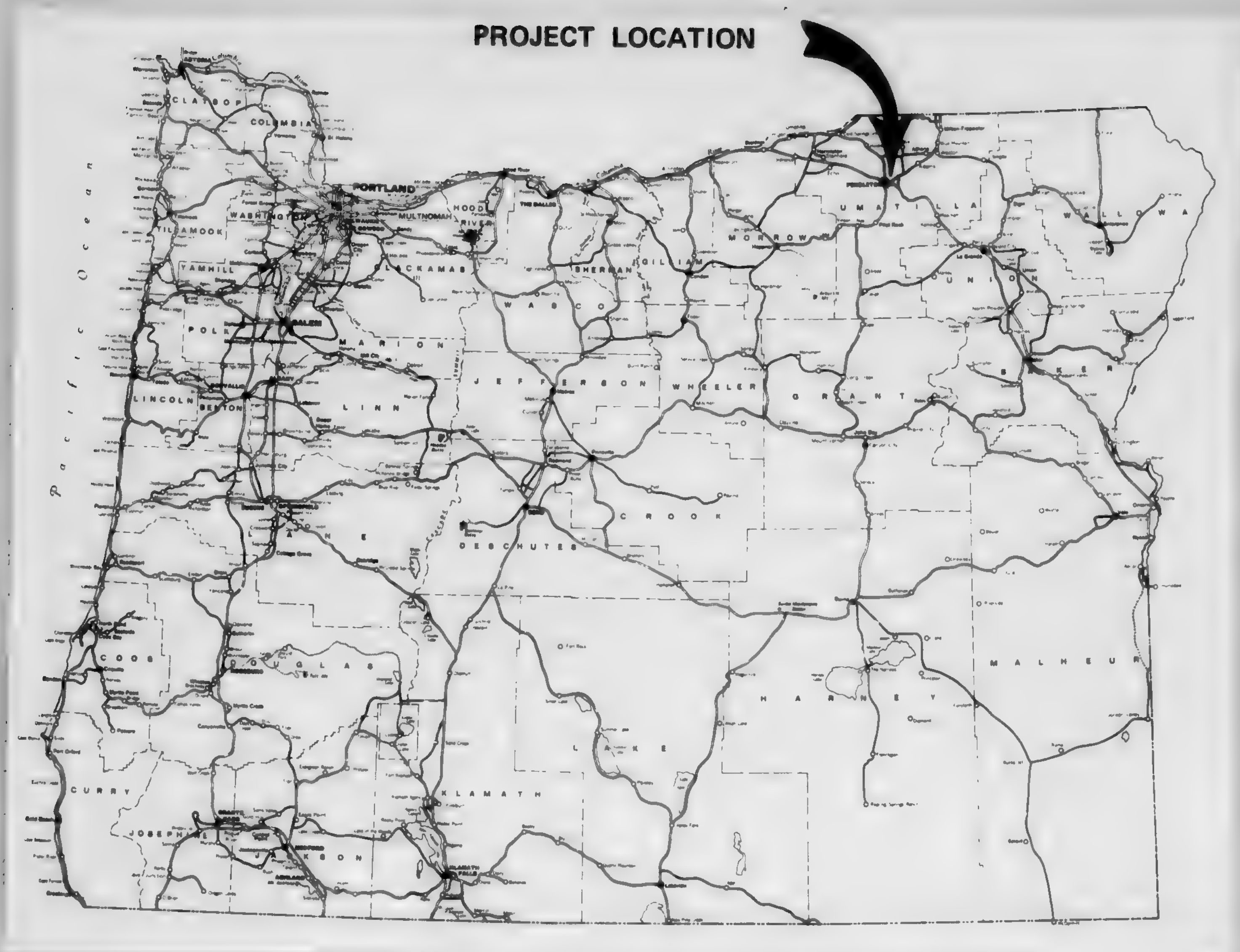
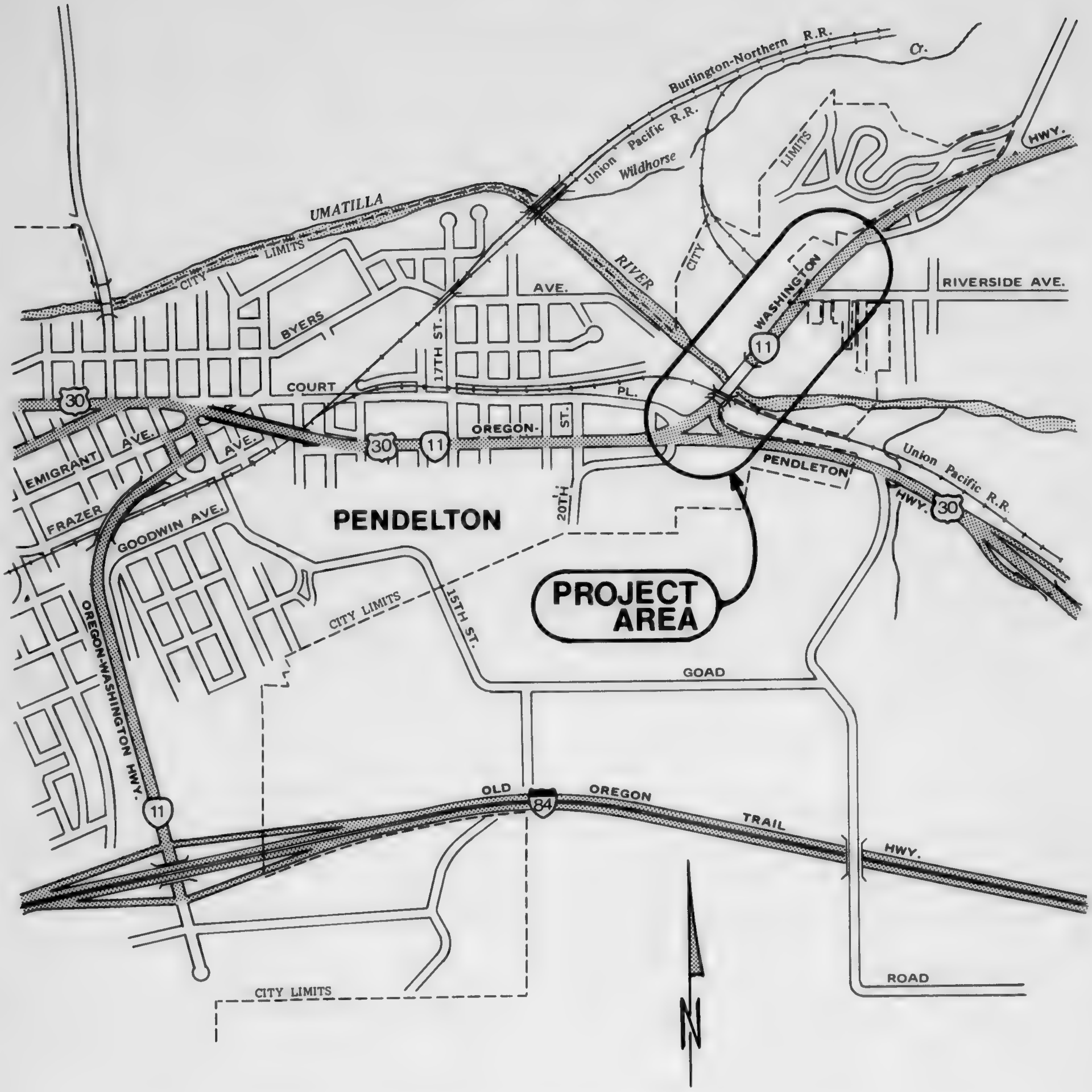

PROJECT LOCATION
Pacific Ocean
CLATSOP
COLUMBIA
PORTLAND
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
THE DALLES
CLACKAMAS
YAMHILL
POLK
SALEM
MARION
LINCOLN
BENTON
LINN
LANE
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
JEFFERSON
WHEELER
GRANT
CROOK
DESCHUTES
COOS
DOUGLAS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
MALHEUR

FIGURE 2
PROJECT AREA


Burlington-Northern R.R.
Cr.
Union Pacific R.R.
Wildhorse
UMATILLA
CITY LIMITS
RIVER
CITY LIMITS
HWY.
WASHINGTON
11
RIVERSIDE AVE.
AVE.
BYERS
17TH ST.
COURT
PL.
30
OREGON
ST.
30
11
EMIGRANT AVE.
AVE.
FRAZER
GOODWIN AVE.
PENDELTON
20TH
PENDLETON
Union Pacific R.R.
HWY. 30
PROJECT AREA
CITY LIMITS
15TH ST.
OREGON-WASHINGTON HWY.
GOAD
OLD
84
OREGON
TRAIL
HWY.
11
CITY LIMITS
ROAD
N

UMATILLA RIVER (RIVERSIDE) BRIDGE
OREGON – WASHINGTON HIGHWAY
UMATILLA COUNTY

FIGURE 3
NO BUILD ALTERNATIVE ALIGNMENT

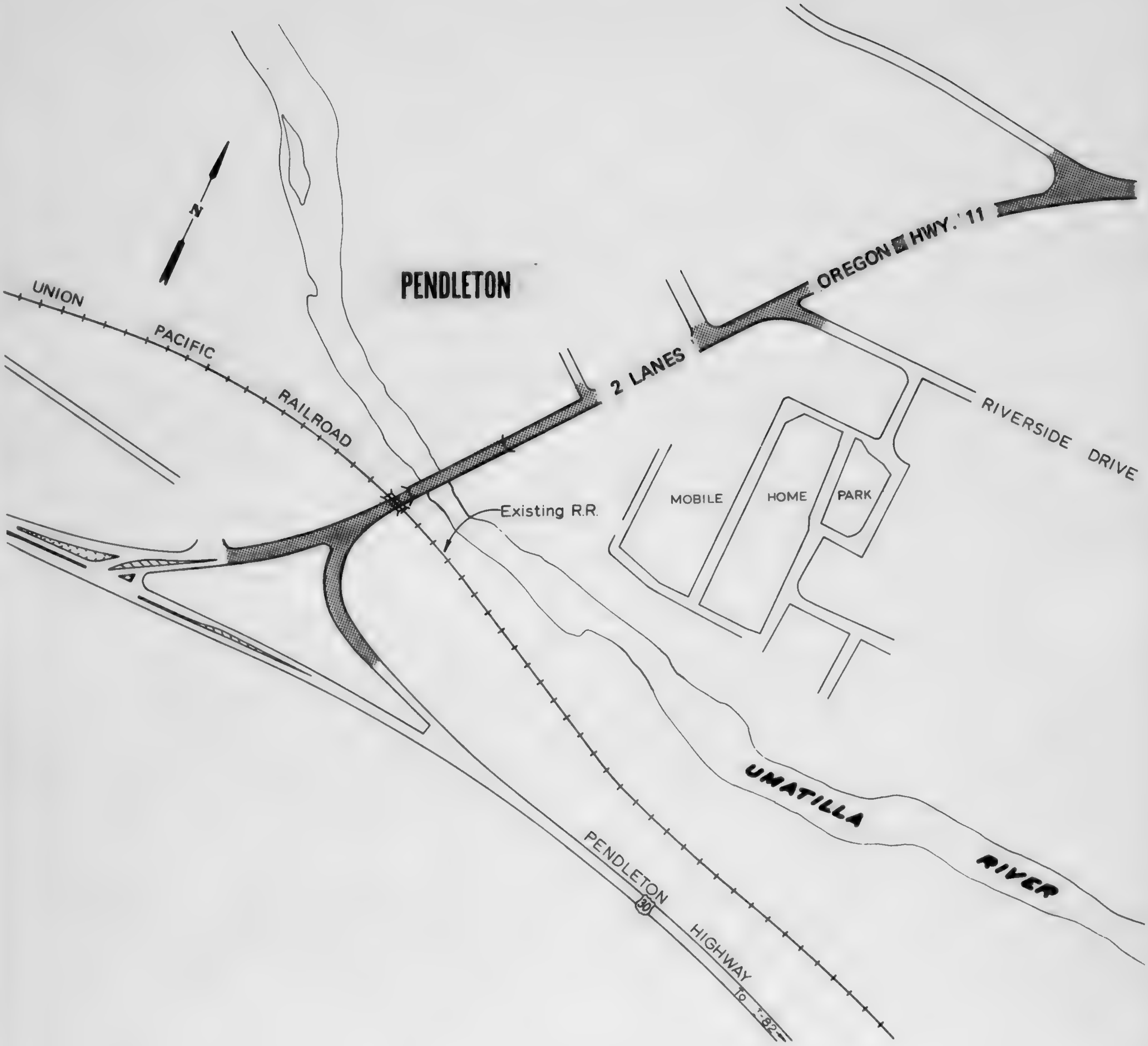
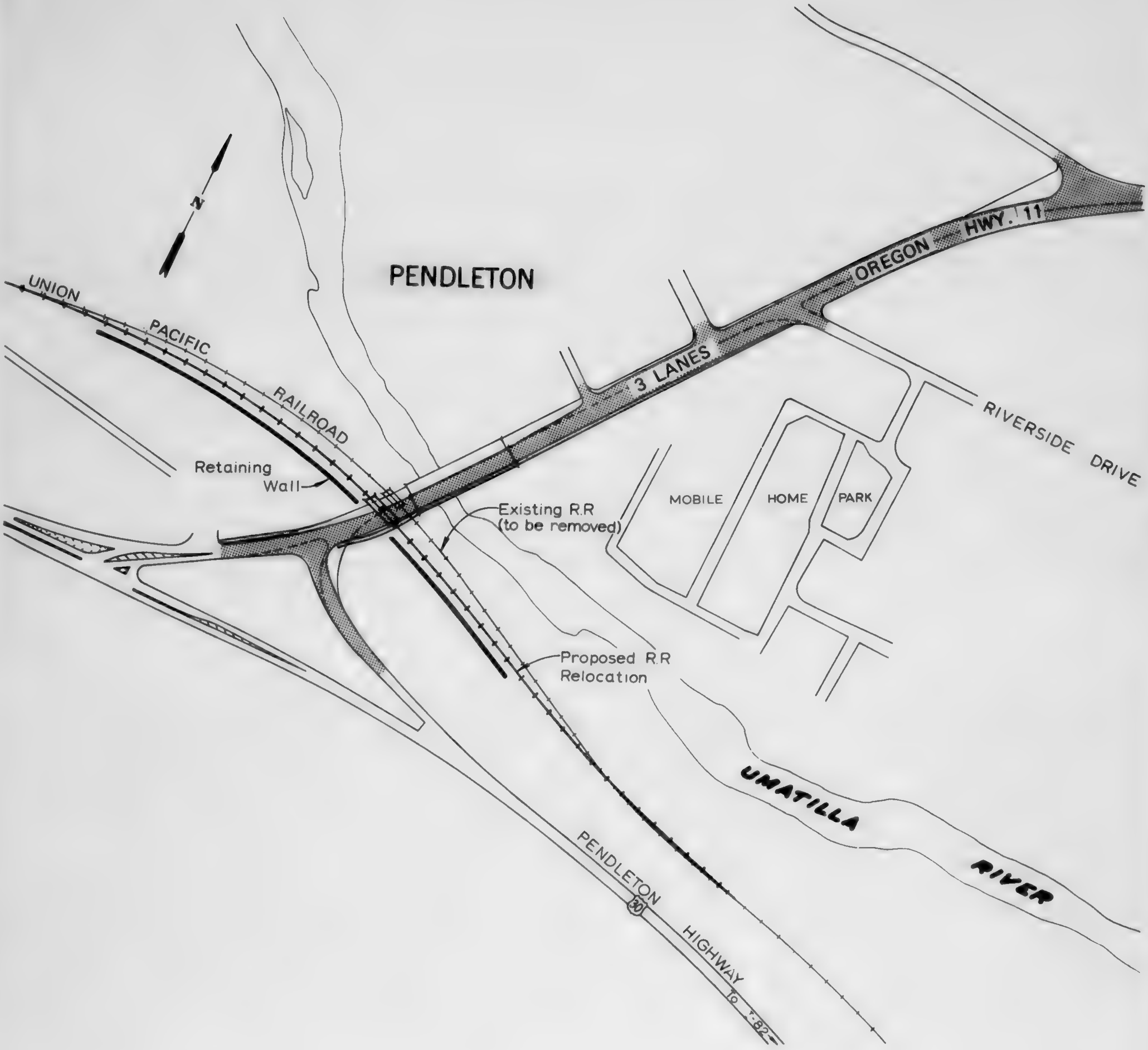

N
PENDLETON
UNION PACIFIC RAILROAD
2 LANES
OREGON HWY. 11
RIVERSIDE DRIVE
MOBILE HOME PARK
Existing R.R.
UMATILLA RIVER
PENDLETON HIGHWAY
30
To I-82

FIGURE 4
BUILD ALTERNATIVE
ALIGNMENT


N
PENDLETON
UNION PACIFIC RAILROAD
Retaining Wall
OREGON HWY. 11
3 LANES
RIVERSIDE DRIVE
MOBILE HOME PARK
Existing R.R (to be removed)
Proposed R.R Relocation
UMATILLA RIVER
PENDLETON HIGHWAY
30
To I-82

proposed, the new railroad undercrossing would be constructed on a new railroad alignment, approximately 2,000 feet long.

The selected alternative, then, will construct the new bridge on the upstream side of the existing bridge. The new bridge will consist of up to a 44-foot roadway and an eight-foot sidewalk on one side. The bridge will be designed to allow a future widening of the bridge to four lanes. The preferred new railroad undercrossing alignment would be located to the south side of the existing railroad alignment due to the close proximity of the river and highway bridge on the north side. The new alignment would include retaining walls along the south side of the railroad right-of-way on both the west and east sides of the highway.

Since the preferred new railroad undercrossing alignment has been devised by the Highway Division and has not been formally approved by the Union Pacific, an alternative proposal will also be offered to the company. This consists of installing a "shoofly" or temporary detour around the present railroad undercrossing, which would permit the structure to be rebuilt on the existing alignment. In any case, the railroad is not expected to give formal approval until they are given final plans for the proposals.

The Build Alternative was selected for approval because it:

1) Has the approval of Umatilla County.
2) Has the approval of the cities of Adams, Athena and Helix.
3) Was favored by a majority of the hearing participants.
4) Provides the greatest improvement in traffic services.
5) Is not adverse to L.C.D.C. goals and guidelines.
6) Has a potential for future widening to four lanes.
7) Has a minimum of environmental impacts.

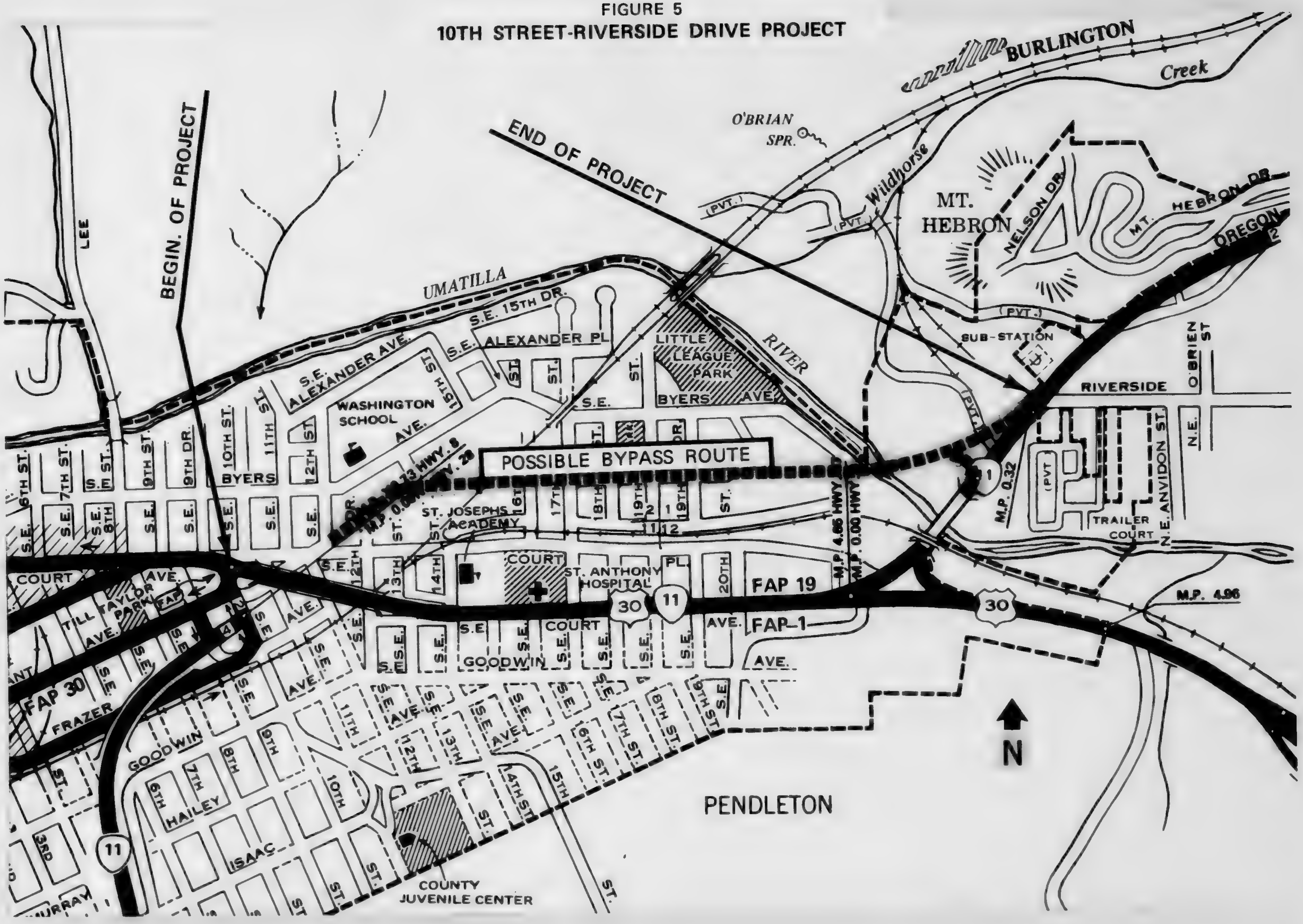
The Highway Division further recommends that the center lane of the northern approach to the bridge be designated and signed for use as a left turn lane, and that the railroad track relocation be completed in a manner whereby right-of-way impacts will be reduced to the fullest extent possible.

HISTORY OF THE PROJECT

In March of 1964, a public hearing identified a project to connect Interstate 84 with Oregon Highway 11. The project was to extend from the South Pendleton Interchange (84) through the eastern portion of Pendleton and across the Umatilla River to Riverside Drive (ORE 11). The first phase of the project (South Pendleton Interchange to 10th Street) was completed in January 1971. The second phase of the project (10th Street to Riverside Drive) was initiated in 1975 with the formation of a Citizens Advisory Committee (CAC), but was deferred in February 1977 because of limited funds (see Figure 5).

During this same period, the area northeast of Pendleton (the Riverside area) experienced significant residential development. This new growth has further aggravated the traffic bottleneck existing at the Umatilla River Bridge on Oregon Highway 11. Because of the traffic congestion and the advanced state of deterioration of the bridge, the 10th Street-Riverside Drive CAC recommended a bridge replacement.

FIGURE 5
10TH STREET-RIVERSIDE DRIVE PROJECT


BEGIN. OF PROJECT
END OF PROJECT
POSSIBLE BYPASS ROUTE
BURLINGTON
Creek
O'BRIAN SPR.
Wildhorse
MT. HEBRON
NELSON DR.
MT. HEBRON DR.
OREGON
UMATILLA
RIVER
LEE
S.E. 15TH DR.
S.E. ALEXANDER AVE.
S.E. ALEXANDER PL
WASHINGTON SCHOOL
LITTLE LEAGUE PARK
BYERS AVE.
SUB-STATION
RIVERSIDE
O'BRIEN ST
N.E. ANVIDON ST.
TRAILER COURT
(PVT.)
M.P. 0.32
M.P. 4.66 HWY
M.P. 0.00 HWY
M.P. 4.96
M.P. 0.00 HWY. 28
M.P. 10.73 HWY. 8
ST. JOSEPHS ACADEMY
ST. ANTHONY HOSPITAL
COURT
FAP 19
FAP-1
FAP 30
11
30
GOODWIN
FRAZER
TILL TAYLOR PARK
HAILEY
ISAAC
MURRAY
COUNTY JUVENILE CENTER
PENDLETON
N

An initial bridge replacement project was proposed in early 1978. However, preliminary engineering indicated the project would not effectively alleviate the traffic congestion because of the adjacent narrow railroad undercrossing. In August 1978, the "bridge only" proposal was expanded to include a new, wider railroad undercrossing. At this time, plans included placing the new bridge to the upstream side of the existing bridge to eliminate the possible closure of the highway during construction. In addition, the new railroad underpass would be constructed to a width sufficient to accommodate a four-lane roadway.

TRAFFIC AND ACCIDENT DATA

Traffic data for the project are presented in Table 1. The average daily traffic volumes (ADT) on the existing bridge in 1978 were 7,400. By 1995, the projected ADT is 9,800. The average speeds are predicted to decrease from 27 mph (1978) to 25 mph in 1995 for the No-Build Alternative but would increase to 30 mph (1995) for the Build Alternative.

The average peak-hour traffic volumes are expected to increase from 765 (1978) to 1,010 by 1995. Likewise, the average speed during the peak-hour is predicted to decrease from 23 mph (1978) to 15 mph by 1995 for the No-Build Alternative and increase from 23 mph (1978) to 27 mph by 1995 for the Build Alternative.

In a similar manner, the current level of service at the existing bridge (level "D") would be expected to deteriorate to a "E" level by 1995 for the No-Build Alternative (see Table 2). However, for the Build Alternative, the level of service would be expected to improve to a level "C" by 1995.

If funds become available for the 10th Street-Riverside Drive project, its effect on the projected 1995 traffic volumes and speeds for the bridge would be significant. The 1995 ADT would be expected to decrease to 3,200 with an average speed of 30 mph and the 1995 peak-hour traffic volume would decrease to 330 with an average speed of 30 mph. The level of service would be projected as a level "B".

Traffic Accidents. The accident history for the period 1973 through June of 1978 shows an average accident rate of 6.06 accidents per million vehicle miles of travel (MVMT). The statewide average for the type of highway during the same period was 5.67 accidents per million vehicle miles of travel. Two-thirds of the accidents recorded over this five and one-half year period were rear-end type. One-way traffic on the existing bridge for truck traffic contributes to this type of accident.

EXISTING ENVIRONMENTAL SETTING

Natural Environment

Landforms. The Pendleton area, comprising the dry farming portion of Umatilla County, is located 210 miles east of Portland in the North Central Oregon Plateau subdivision of the Columbia Basin. Centering on the Umatilla Basin, the area consists of a broad topographic and structural trough oriented east to west, lying between the Blue Mountains on the south and east and the

TABLE 1

TRAFFIC DATA

	Existing 1978	No-Build Alternative 1995	Build Alternative* 1995
Average Day			
Volume	7,400	9,800	9,800
Light Truck	265	340	340
Heavy Truck	175	220	220
Speed	27	25	30
Peak Hour			
Volume	765	1,010	1,010
Light Truck	27	35	35
Heavy Truck	18	25	25
Speed	23	15	27
Peak Truck Hour			
Volume	390	520	520
Light Truck	30	40	40
Heavy Truck	20	25	25
Speed	27	25	30
Posted Speed	30	30	30

---

*Two-lane bridge and roadway.

TABLE 2

SERVICE LEVEL

ALTERNATIVE	1978[1]	1985	1995[2]
No-Build	D	D - E	E
Build	D	C	C

---

[1] Existing service level.

[2] If the 10th Street-Riverside Drive project is built, 1995 level of service is "B" for both alternatives.

Level of Service

"A"	Free flow (relatively, some stops will occur). Average travel speed above 30 mph.
"B"	Stable flow (slight delays). Average travel speed 25-30 mph.
"C"	Stable flow (acceptable delays). Average travel speed 20-25 mph.
"D"	Approaching unstable flow (delays tolerable). Average travel speed 15-20 mph.
"E"	Unstable flow (congestion, short periods of stoppages). Average travel speed approximately 15 mph.
"F"	Forced flow (jammed, stop-and-go). Average travel speed less than 15 mph.

:4

Horse Heaven Hills on the north. Just to the west of Pendleton, the general trough is divided by the north eastward-trending crest of Rieth Ridge. The Pendleton area is characterized by a smooth to rolling surface, ranging in elevation from approximately 1,100 feet in the Umatilla River flood plain at Pendleton to near 2,000 feet near the Blue Mountains. The proposed project is located on the narrow flood plain (less than one-half mile in width) within the northeast Pendleton urban fringe.

The Umatilla River originates in the Blue Mountains about 30 miles east of Pendleton, and has created a terrace-bordered valley as it flows to the Columbia River. The floor of the valley is generally 200 to 300 yards in width, but occasionally it broadens up to a half-mile, as in the Pendleton area.

Geology. The entire area is underlain with Columbia River basalt. This consists of dark basaltic lava flows, 10 to 100 feet thick, with local interbeds of tuffaceous lacustrine sediments and some fluvial derived gravels. A veneer of fluvial deposits overlies the basalt, which consists of recent alluvium in the flood plain, and Pliocene fanglomerate (alluvial fan based cemented rock) on a bench above the flood plain. The alluvium is composed of river washed basaltic gravels and reworked loess. In some areas the alluvium has a low permeability due to a high silt content. The fanglomerate consists of a basaltic pebble and cobble conglomerate with silt filled interstices. Siltstone and mudstone lenses are found throughout the formation. Because the material has been fairly well hardened by compaction and cementation with carbonate material, the resulting low permeability enables it to stand intact for some time in vertical cliffs. In the immediate project area, basaltic outcroppings and bedrock are exposed along the riverbanks, 50 foot in height on the south bank. Considerable fill on the north approach to the existing bridge has been made to bring it up to the south bank elevation. In the river bed (approximately 200 feet wide in the project area), a gravel bar is exposed.

Soils. Columbia River Basalt, for the most part, is overlaid with wind blown loess materials. However, coarse, sandy and gravelly deposits are found on portions of terraces, alluvial materials are found in the stream valleys, and colluvial materials are found at the base of steep slopes. The soil of the Pendleton area has provided a rich base for agricultural development and is witnessed by the fact that much of the area cropland has produced wheat for more than a half-century without a decline in productivity. The soils in the immediate project area have been disturbed by urban related land uses and are not used as agricultural land.

Hydrology. In the project area, the river channel is approximately 200 feet in width (width of the live stream channel is 50 to 75 feet), while the associated flood plain width is about one-half of a mile. Floods on the Umatilla River rise, crest and recede in a few days time. The three largest known floods on the Umatilla River are those of December 1882, May 1906 and January 1965. All known floods above bankfull discharge (9,000 cubic feet per second and 9.8 feet at the USGS gaging station at the 8th Street bridge in Pendleton) are presented in Table 3.

Potentials for future floods are best expressed by the Intermediate Regional and Standard Project Floods. The Intermediate Regional Flood is the flood that has a one percent chance of being equalled or exceeded annually, with a maximum flow for this flood of 16,500 cubic feet per second in the study area. The Standard Project Flood represents the reasonable upper limit of flood

TABLE 3

UMATILLA RIVER AT PENDLETON, OREGON
FLOOD CREST ELEVATIONS

1882 - 1969[a]

Date of Crest	Stage FT	Elevation[b] FT	Peak Discharge CFS
December 14, 1882	12.5	1,076.5	17,000
May 30, 1906	12.1	1,076.1	15,500
March 15, 1908	11.2	1,075.2	12,500
April 1, 1931	11.5	1,075.5	13,500
March 19, 1932	11.0	1,075.0	12,000
December 29, 1945	11.2	1,075.2	12,400
December 12, 1946	11.6	1,075.6	13,700
February 22, 1949[c]	12.1	1,076.1	15,400
April 21, 1958	10.5	1,074.5	10,500
December 23, 1964[d]	11.4	1,075.4	13,000
January 30, 1965	12.1	1,076.1	15,500
December 26, 1967[d]	10.0	1,074.0	9,500
January 6, 1969[d]	10.1	1,074.1	9,700

---

[a] U.S. Army Corps of Engineers, Mission-Riverside Area near Pendleton, Oregon: Umatilla River, Walla Walla District, 1969.

[b] Zero of gage = 1,064.02 feet.

[c] This flood at Pendleton originated principally from Wildhorse Creek, therefore, the Umatilla River did not create flooding in the project area.

[d] Preliminary estimate.

likely to occur, but is not the largest flood possible. This flood has peak discharge of 24,500 cubic feet per second in the project area.* Table 4 relates these potential future floods to clearance elevations at the existing Highway 11 bridge across the Umatilla River. As can be determined from Table 4, the existing bridge has 10 feet of clearance above even the largest flood that could reasonably be expected in the future.

TABLE 4

UMATILLA RIVER BRIDGE ELEVATIONS

Mile Above Mouth	Identification	Streambed Elevation FT	Floor Elevation FT	Under-Clearance Elevation FT	Intermediate Regional Flood Crest FT	Standard Project Flood Crest FT	Relation of Underclearance Elevation to IRF[a] FT	SPF[b] FT
57.10	Highway 11	1,089.3	1,118.1	1,114.0	1,102.1	1,104.0	11.9	10.0
61.03	Mission	1,198.7	1,218.7	1,213.9	1,209.4	1,212.1	4.5	1.8

SOURCE: U.S. Corps of Army Engineers, Mission-Riverside Area near Pendleton, Oregon: Umatilla River, Walla Walla District, 1969.

[a] Intermediate Regional Flood (see page 8 for definition).
[b] Standard Project Flood (see Page 8 for definition).

Biology. Riverine vegetation is dominated by cottonwood-willow associations. Black locust and some cottonwood has been planted along the existing Highway 11 right-of-way in the project area. Much of the native riverine and adjacent hillside natural vegetation has been displaced by residential, commercial, and light industrial development.

A gravel bar approximately 0.8 of an acre and about 100 feet of the flood plain are occupied by riparian vegetation. The width of the live stream channel generally varies from 50 to 75 feet.

The Umatilla River supports a variety of fish and wildlife. Fish resources center around rainbow trout and anadromous steelhead runs, both of which are taken locally. While much of the wildlife that would normally be found along the Umatilla River has been displaced by the proximity of urban land uses, some birds and mammals such as waterfowl and muskrats are found in the area.

---

*U.S. Army Corps of Engineers, Walla Walla, Washington District. Mission-Riverside Area near Pendleton, Oregon: Umatilla River. November, 1969.

Human Environment

Economy. Agriculture remains the basic ingredient in the Pendleton area economy. In 1978, agricultural gross cash receipts were estimated at more than $105 million, up from $75.4 million the previous year.* Primarily due to agricultural developments, Umatilla County is currently one of the fastest growing areas in the State. While much of this growth is centered on the Hermiston area, significant growth is also occurring in the Pendleton area. Such agricultural related growth has produced a similar expansion in the Pendleton area retail sector, with the recent construction of a major shopping center, a Bi-Mart store, a K-Mart - McDonalds complex and numerous small businesses, particularly food and drink establishments.

The basic support for this development is tied not only to agriculture, but also to lumber and wood products, mobile home and travel trailer production, and government employment (local government, and Eastern Oregon Training and Treatment Center). In response to the economic growth, residential development has also expanded, particularly south along U.S. 395, and northeast in the Riverside area. It is specifically the latter area of residential development that has been responsible for an important share of the growing traffic pressure on the Umatilla River Bridge in the Riverside area.

Population. Umatilla County is experiencing one of the fastest population growth rates in Oregon (Table 5). The projected Umatilla County population increase from 1970 to 1995 is expected to be over 50 percent. An important share of this growth is anticipated to be centered in the Pendleton area, with a 24.2 percent gain during the 1970-1995 period. The Riverside area should remain one of the more important residential developing areas for housing the projected population increases.

Land Use. Land uses adjacent to the project include an automobile sales and service agency, a motel complex, a nursery, a mobile home sales agency, a mobile home park, a service station, a warehouse, a tavern, a power substation, a trucking business, an equipment supply outlet, and a number of residences (four of which are mobile homes). (See Figure 6.)

Zoning along the proposed project route is shown in Figure 7. Most of the affected area is zoned for commercial/industrial activities, with one area of rural residential (the mobile home park). Most of the surrounding area, however, is allocated for rural residential. Again, it has been the area's rapid residential development that spawned an important share of the growing traffic pressure on the existing bridge.

The Pendleton area comprehensive plan dates back to 1964, and is currently being updated. Both the older document and the up-coming plan recognize the urgency of a bridge replacement to alleviate the bottleneck at the existing bridge. Local citizens, officials and planners have now been campaigning for a bridge replacement for more than a decade.

---

*Umatilla County Extension, Estimated Gross Cash Receipts from Agricultural Marketings, Umatilla County, 1978. Pendleton, Oregon.

FIGURE 6

PROJECT AREA LAND USE

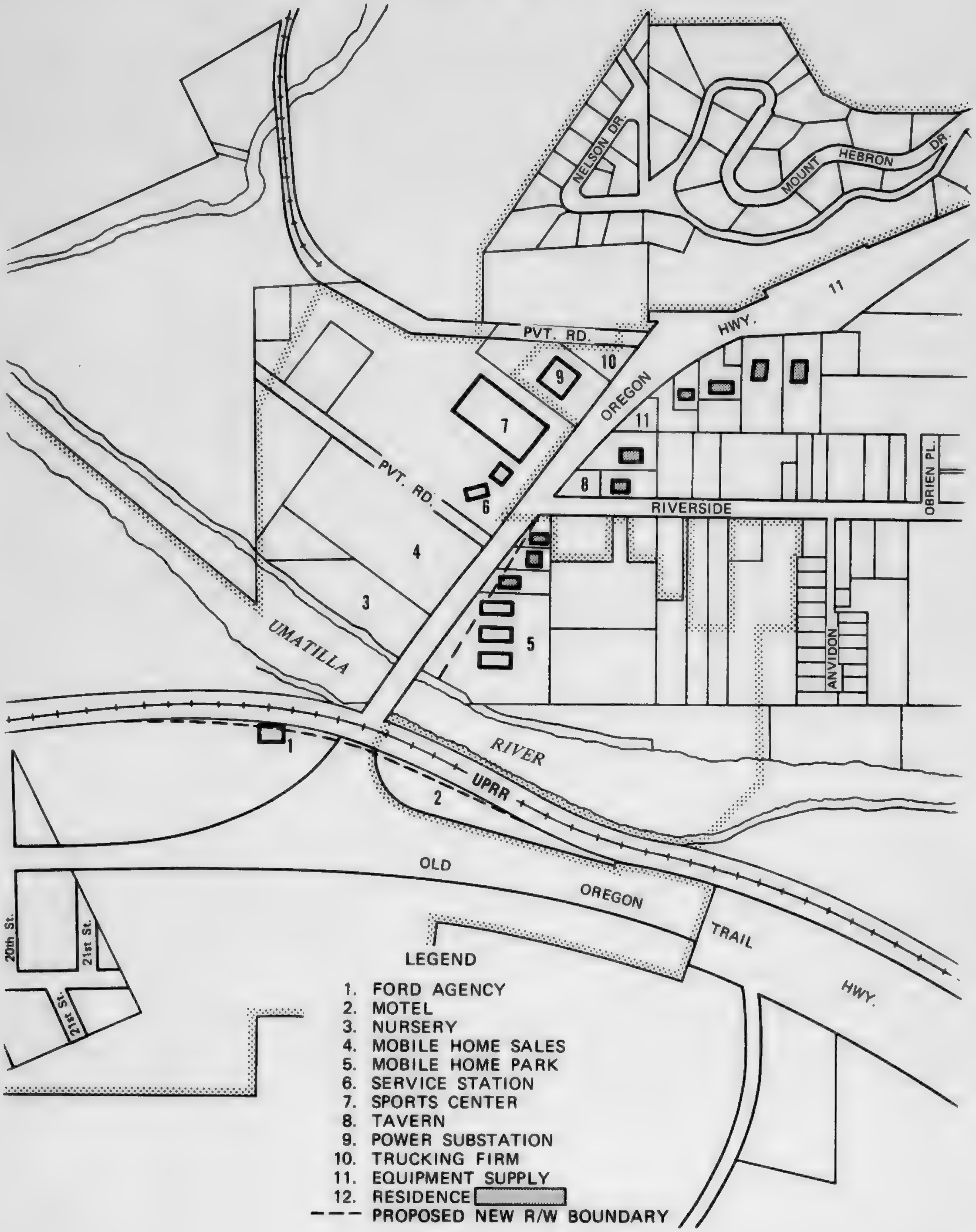

NELSON DR.
MOUNT HEBRON DR.
PVT. RD.
OREGON HWY. 11
PVT. RD.
RIVERSIDE
OBRIEN PL.
ANVIDON
UMATILLA RIVER
UPRR
OLD OREGON TRAIL HWY.
20th St.
21st St.
21st St.
1
2
3
4
5
6
7
8
9
10
11
11
LEGEND
1. FORD AGENCY
2. MOTEL
3. NURSERY
4. MOBILE HOME SALES
5. MOBILE HOME PARK
6. SERVICE STATION
7. SPORTS CENTER
8. TAVERN
9. POWER SUBSTATION
10. TRUCKING FIRM
11. EQUIPMENT SUPPLY
12. RESIDENCE ▨
- - - PROPOSED NEW R/W BOUNDARY

FIGURE 7

RIVERSIDE-UMATILLA RIVER BRIDGE
ZONING

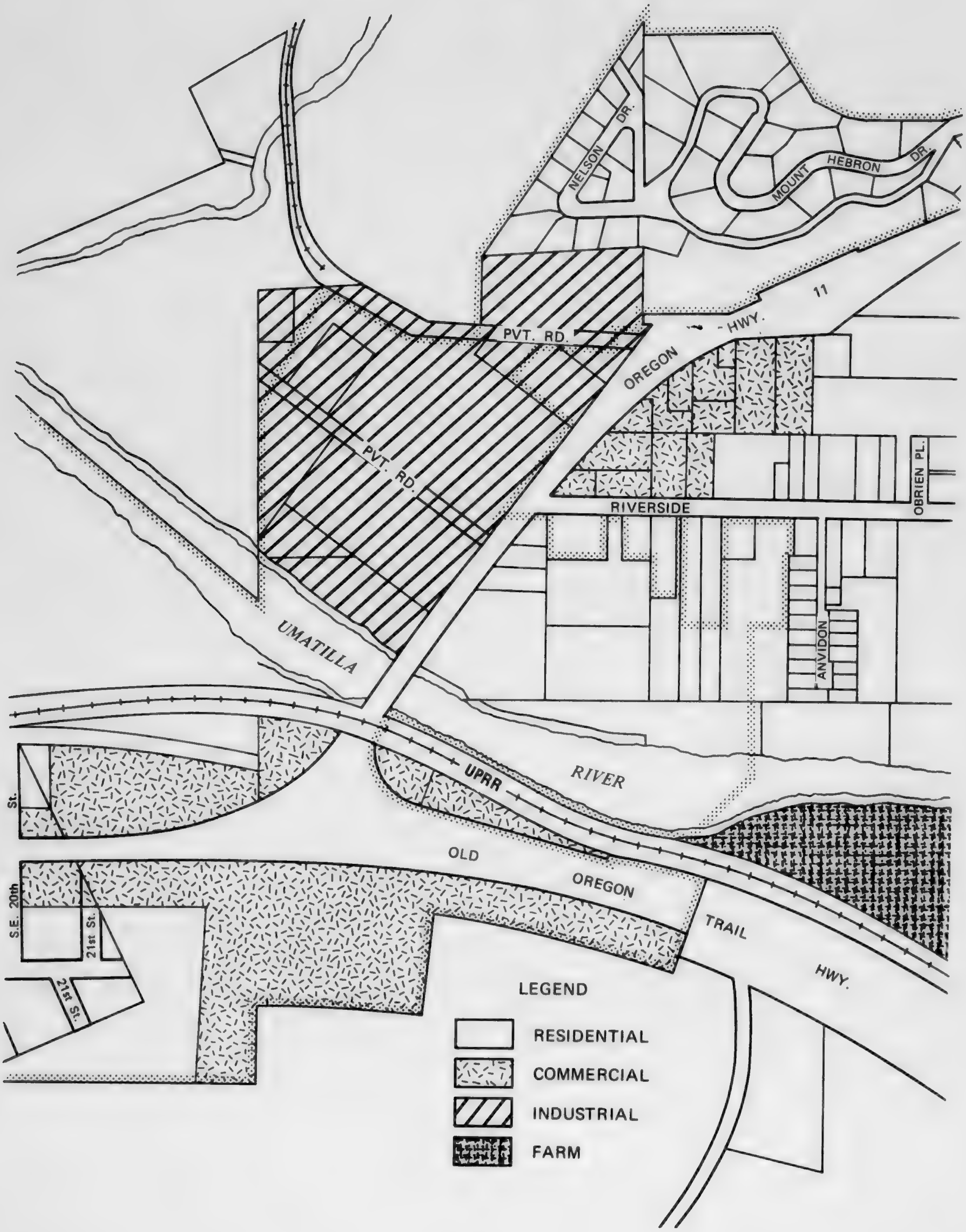

NELSON DR.
MOUNT HEBRON DR.
PVT. RD.
OREGON HWY. 11
PVT. RD.
RIVERSIDE
OBRIEN PL.
UMATILLA
ANVIDON
UPRR
RIVER
St.
OLD OREGON TRAIL HWY.
S.E. 20th
21st St.
21st St.
LEGEND
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
FARM

TABLE 5

UMATILLA COUNTY AND PENDLETON POPULATION PROJECTIONS 1970 - 1995

Year	Umatilla County	% Increase Since 1970	Pendleton	% Increase Since 1970
1970	44,900	-	13,200	-
1975	48,200	+ 7.3%	14,100	+ 6.8%
1978	53,900	+20.0%	15,000	+13.6%
1980	56,500	+25.8%	14,900	+12.9%
1985	61,600	+37.2%	15,500	+17.4%
1990	64,950	+44.7%	16,000	+21.2%
1995	67,450	+50.2%	16,400	+24.2%

SOURCE: East Central Oregon Association of Counties Preliminary Population and Labor Force Projections: Morrow and Umatilla Counties, Technical Staff Report No. 3, 1977, and Population Estimates of Counties and Incorporated Cities of Oregon, Center for Population Research and Census, Portland State University, Portland, Oregon. July 1, 1978.

Streets which provide access to lands adjacent to Highway 11 in the project area consist of Riverside Drive and a private road. Riverside Drive provides access to residential areas to the east of Highway 11. The private road accesses an area to the west, serving primarily industrial and commercial properties. Riverside Drive, by a large margin, carries the bulk of the traffic intersecting with Highway 11 in the immediate project area.

ENVIRONMENTAL IMPACTS AND MITIGATION

Natural Environment Impacts

Geological-Hydrological. Physical support for the new structures would require minimal excavation and other surface disruption, as basaltic outcroppings and bedrock are exposed at the project site. Furthermore, the center bent of the bridge would be placed outside the live stream channel, eliminating the problems of in-stream construction.

The gravel bar of approximately 0.8 of an acre would not be significantly affected. There would be some disturbance for the center bent of the bridge, but a summer construction schedule would assure that the disturbed area would be away from water. Any adverse impacts would be temporary.

The elevated approach to the north side of the bridge would require some 5,000 cubic yards of fill material. Realignment of the railroad undercrossing could result in construction of 25 foot high retaining walls, 720 feet to the east of the highway and 640 feet to the west of the highway.

The floodplain effects of this project do not constitute a longitudinal or significant encroachment of the floodplain. The project is in compliance, therefore, with Executive Order 11988 and does not require a floodplain finding.

The old bridge will be removed completely to ground line or stream bed. Removal will be performed in accordance with applicable rules, standards, and specifications. Disposal of the structure will be responsibility of the contractor.

The new bridge and its approaches would not be affected by flooding. The bridge itself is well above even the standard project flood. However, under this flood situation most of the land surrounding the project site (including residential) would be inundated. Such flooding would not result from the bridge replacement, but the elevated nature of the highway would keep it above the flood level.

The project would have no adverse impacts on soils. In the entire project area, soils have already been disturbed by urban related land uses and activities. There are no agricultural activities in the project area.

Mitigation of Geological-Hydrological Impacts. In coordination with the Oregon State Department of Fish and Wildlife recommendations, all in-channel work would be accomplished between July 1 and December 1. If excavation threatens the free-flowing stream, the work would be isolated from the stream by berms, cofferdams or cribs. Water removed from excavations would not be allowed to enter the stream, but would be pumped into a suitable settling basin. No fresh concrete, creosote or other contaminating material would be allowed in the live stream.

Biological. Biological impacts are limited to the removal of a few mature black locust and cottonwood trees located along the existing highway right of way, and some willow-cottonwood riverine vegetation located along the river bank. The cottonwood and locust trees on the east side of the highway would require removal because of the new bridge approach. Riverine related vegetation would not be removed except at the center bent construction site and possibly along an access route to the site; impacts are therefore minimal.

The avoidance of the removal of vegetation is not possible with any proposal to replace the existing bridge. The design of a single span structure, to avoid placing a bent in the stream channel, would not be cost-effective, considering the minimal disturbance to the streambed at the bent location.

The already urban nature of the area limits the potential for impacts on wildlife and their habitat. The summer construction schedule and lack of instream work would limit the possibilities of adverse fish impacts.

Due to the channel characteristics in the vicinity of the proposed crossing, no wetlands impacts would result from the proposed project.

Drainage. A drainage problem exists in that runoff drains onto adjoining properties. The proposed road construction on the bridge approaches would create additional drainage onto these properties. On the south end of the project, the gradient from old Highway 30 down to the bridge also creates a potential drainage problem.

Mitigation of Drainage Impacts. Proposed mitigation includes the construction of curbs, inlets and a storm sewer system to an outlet at the river. A flap gate would be installed on the outlet end to prevent high river runoff from backing up into the drainage system. Two inlets for drainage through the railroad undercrossing are proposed to eliminate the problem.

Air Quality Impacts

Highway projects funded by federal funds are required by the Federal Highway Administration to be consistent with State Implementation Plans (SIP) for air quality. To be consistent with the Oregon SIP, any of the alternatives for the Riverside Drive-Umatilla River Bridge must meet the following criteria:

(1) The alternative must not exacerbate any existing violations of air quality standards.

(2) The alternative must not contribute to a violation of air quality standards for a pollutant for which no concentrations in violation of standards have been measured.

(3) The alternative must not delay the attainment of air quality standards.

(4) The alternative must not interfere with the maintenance of air quality once the standards are attained.

(5) The alternative must include all appropriate portions of State plans to implement air quality standards, including transportation control measures to reduce vehicle miles traveled. Other transportation control measures (such) as mandatory inspection and maintenance of vehicles) to reduce pollutant emissions should be reflected in the estimation of emissions as part of the air quality analysis.

As a part of the State's efforts in implementing air quality standards (because of the Clean Air Act of 1970), Oregon has designated five Federal Air Quality Control Regions (AQCR's). Pendleton is located within the eastern AQCR. The Oregon Department of Environmental Quality (DEQ) routinely monitors air quality in Pendleton for total suspended particulate matter (TSP) and sulfur dioxide (SO_2). Table 6 is a compilation of air quality data for Pendleton. Table 7 lists state and national ambient quality standards for all pollutants.

A comparison of Tables 6 and 7 indicates that the Pendleton area is in violation of the federal standards for TSP. However, it is not designated as a standard violation area because of the large amounts of naturally occurring TSP, namely wind-blown dust. Concentrations of SO_2 are well within the federal standards.

Based on a Build and No-Build comparison, the year of maximum air quality impact after the completion of the project (known as the critical year), is 1983 -- the projected year of completion for the project.* Actual quantities of pollutants (in tons/year) predicted for the project are found in Table 8. From this analysis, the Build Alternative shows more significant reductions in carbon monoxide and hydrocarbons through 1995 than does the No-Build Alternative. The No-Build Alternative would slightly decrease nitrogen oxides (NO) emissions through 1995, while the Build Alternative increases NO emissions. The decrease in hydrocarbon emissions would cause a corresponding decrease in ozone concentrations for both alternatives. Emissions of lead are expected to decrease as a result of the usage of low leaded and unleaded fuels.

In summary, the proposed project would not adversely impact air quality through the year 2003, except possibly during the construction period. Since the Pendleton area exceeds federal TSP standards, care will be taken to minimize construction related dust. This could be accomplished by spraying water or other dust palliatives over the construction site. While nitrogen oxides, carbon monoxide, hydrocarbons and sulfur dioxide pollutants may increase during the construction phase because of equipment emissions, they should rapidly dissipate because of the favorable meteorological conditions associated with the construction season. In conclusion, the project is consistent with both city and statewide planning goals, as well as the SIP in regard to air quality.

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*Computer programs EMCAL8 and TOTLEM8 were used to predict pollutant emission rates, critical year, and total pollutant quantities.

TABLE 6

TOTAL SUSPENDED PARTICULATE MATTER (TSP) AND SULFUR DIOXIDE (SO_2) CONCENTRATIONS IN PENDLETON

Ambient Air Quality (ug/m^3)*

	TSP			SO_2	
		24-Hour Average			
Year	Annual Geometric Mean	Maximum	2nd Highest	Annual Arithmetic Mean	24-Hour Maximum
1970	74.4	282	197	-	-
1971	77.9	504	322	-	-
1972	78.3	307	209	-	-
1973	77.5	211	202	-	-
1974	75.3	322	168	13.1	13.1
1975	67.9	201	168	13.1	15.0
1976	76.9	180	180	13.1	16.0
1977	78.5	610	510	13.1	13.1

*Micrograms per cubic meter.

TABLE 7

NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS) AND STATE OF OREGON AIR QUALITY STANDARDS[f]

		Federal Standards		State of Oregon Standards
Pollutant	Averaging Time	Primary (Health)	Secondary (Welfare)	
Suspended Particulate Matter (TSP)	Annual Geometric Mean	75 ug/m^3[d]	60 ug/m^3	60 ug/m^3
	24 Hours[a]	260 ug/m^3	150 ug/m^3	150 ug/m^3
	Monthly[b]	---	---	100 ug/m^3
Carbon Monoxide (CO)	8 Hour[a]	10 mg/m^3[e]	10 mg/m^3	10 mg/m^3
	1 Hour[a]	40 mg/m^3	40 mg/m^3	40 mg/m^3
Sulfur Dioxide (SO$_2$)	Annual Arithmetic Average	80 ug/m^3	None	60 ug/m^3
	24 Hour[a]	365 ug/m^3	None	260 ug/m^3
	3 Hour[a]	None	1300 ug/m^3	1300 ug/m^3
Ozone (O$_3$)	1 Hour[c]	240 ug/m^3	240 ug/m^3	160 ug/m^3
Nitrogen Dioxide (NO$_2$)	Annual Arithmetic Average	100 ug/m^3	100 ug/m^3	100 ug/m^3
Lead (Pb)	Monthly	---	---	3 ug/m^3
	Quarterly	1.5 ug/m^3	---	1.5 ug/m^3

NOTES:

[a] Not to be exceed more than once per year.

[b] 24 hour average not more than 15% of the time.

[c] Not to be exceeded on more than one day per year.

[d] ug/m^3 = micrograms per cubic meter

[e] mg/m^3 = milligrams per cubic meter

[f] A guideline standard exists for non-methane hydrocarbons; it is ug/m^3 averaged over 3 hours for the 6 A.M. to 9 A.M. period. This standard was established because of the link to O$_3$. Considering the new techniques for determining O$_3$ levels it is probably obsolete.

TABLE 8

TOTAL EMISSIONS SUMMARY
ALL FACILITIES

Project Alternatives	Study Year	Carbon Monoxide		Hydrocarbons		Nitrogen Oxides	
		Tons/Yr.	Percent	Tons/Yr.	Percent	Tons/Yr.	Percent
No-Build	1978	96.16	112.5	10.85	128.7	5.46	107.5
	1983	85.46	100.0	8.43	100.0	5.08	100.0
	1985	81.67	95.6	7.75	91.9	4.87	95.9
	1995	65.43	76.6	5.85	69.4	5.01	98.6
Build	1978	96.16	112.5	10.85	128.7	5.46	107.5
	1983	73.01	85.4	7.44	88.2	5.35	105.3
	1985	65.51	76.6	6.41	76.0	5.23	103.0
	1995	48.00	56.2	4.20	49.8	5.56	109.4

NOTE: Percent shows each pollutant relative to the following:
Alternative and Year No-Build 1983

Noise Impacts

Noise impacts were calculated using the FHWA Highway Traffic Noise Prediction Model. The model utilizes vehicular volumes, truck volumes, vehicular speeds and topography. The peak vehicle hour and peak truck hour traffic conditions for the year 1978 (existing) and a future year 1995 were studied and resulted in noise levels listed in Table 9.

TABLE 9

PREDICTED L_{eq} dBA NOISE LEVELS*

Section		Peak Hour	Peak Truck Hour
1	Existing	63	64
	No-Build (1995)	61	64
	Build (1995)	66	66
2	Existing	68	67
	No-Build (1995)	68	68
	Build (1995)	69	68

*Noise levels at 50 feet from centerline of roadway.

Federal Highway Program Manual section 7-7-3 lists a maximum design noise level of L_{eq} 67 decibels (dBA) for land use activity category B (see Appendix A). At the present time, four single-family homes are exposed to highway noise in excess of the design level (Figure 8). It is predicted that these same houses would be exposed to high levels of noise in 1995 regardless of which alternative is selected. Although areas up to 70 feet from the highway centerline would be affected in 1995 by the Build Alternative, no additional noise impacts would occur.

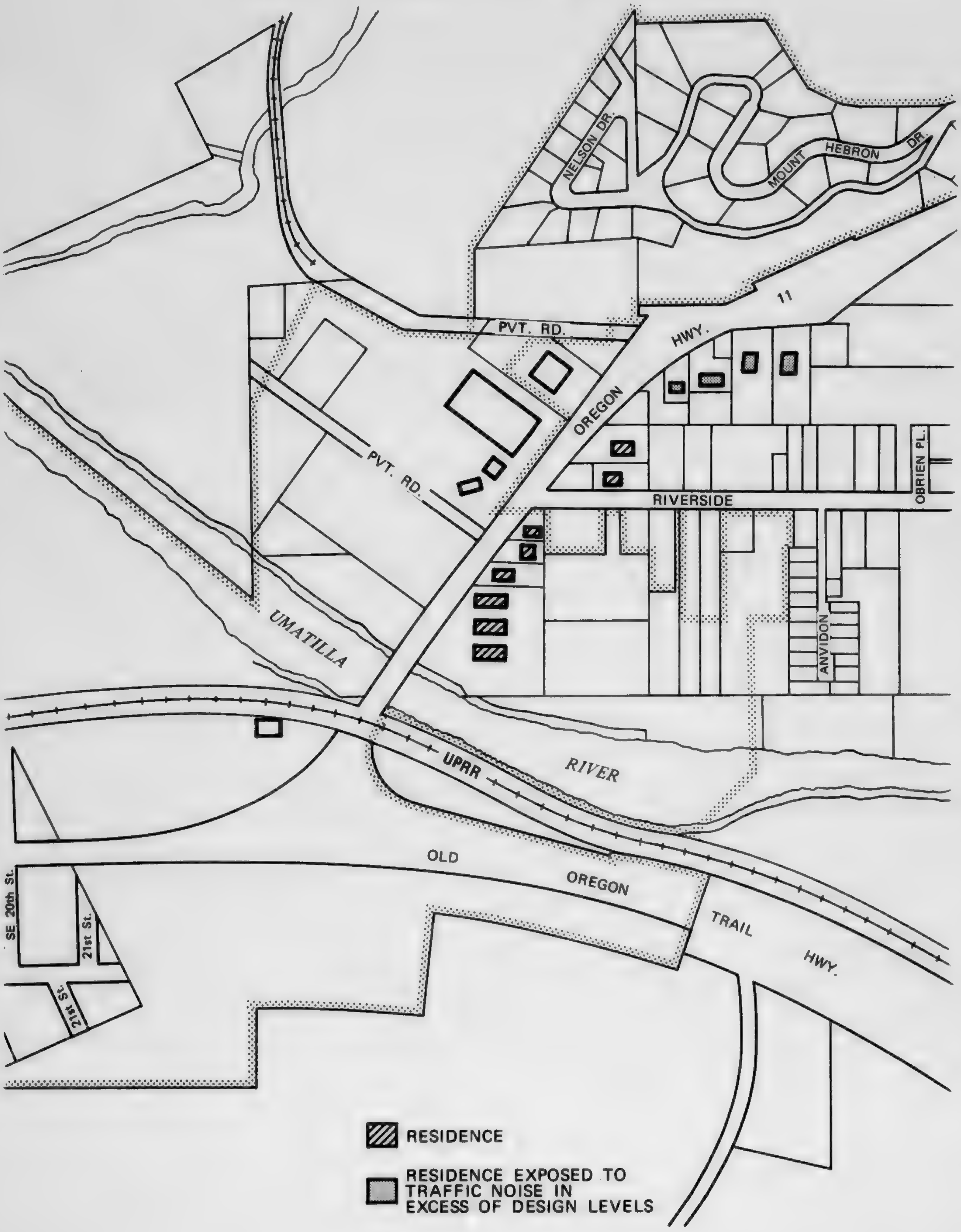
Several means of mitigating the traffic generated noise were investigated as to feasibility and effectiveness:

Prohibition of truck use
Restriction of vehicle time use
Modification of speed limits
Construction of sound barriers

The first three mitigative methods were deemed not feasible since the use of traffic control measures on this primary highway would adversely impact the trucking industry and inconvenience the motoring public. The use of sound barriers, such as berms and/or walls, is not feasible, since to be effective, barriers must be continuous without breaks or holes and the vulnerable residences require direct access to the highway.

FIGURE 8

RESIDENCES EXPOSED TO TRAFFIC NOISE IN EXCESS OF DESIGN LEVELS (L_{eq} 67 dBA): 1975


NELSON DR.
MOUNT HEBRON DR.
PVT. RD.
HWY. 11
OREGON
PVT. RD.
OBRIEN PL.
RIVERSIDE
ANVIDON
UMATILLA
RIVER
UPRR
OLD
OREGON
TRAIL
HWY.
SE 20th St.
21st St.
21st St.
▨ RESIDENCE
▩ RESIDENCE EXPOSED TO TRAFFIC NOISE IN EXCESS OF DESIGN LEVELS

Local government officials should be aware of the potential noise impact up to 70 feet from the roadway centerline so future land use plans, zoning and building code requirements are compatible with the noise environment.

Areas adjacent to the project would also be exposed to additional noise from the construction equipment used. Construction noise can be mitigated by prohibiting construction work on Sundays, legal holidays, and on other days between the hours of 10:00 p.m. and 6:00 a.m. In this manner, construction noise would not disturb the quieter nighttime period. This requirement will be included in the construction specifications. Exceptions to this requirement may be approved by the project engineer. In addition, more restrictive time constraints will also be implemented on this project if pile driving operations are included in the bridge construction.

Socio-Economic Impacts

Land Use and Right-of-Way Impacts. Due to the urban nature of the project site, the impact of the Build Alternative on the socio-economic environment would be more significant than on the physical environment. Land use patterns in particular are influenced whenever traffic patterns, accessibility, or right of way are affected. While traffic patterns and accessibility would be relatively unaltered by the Build Alternative, right-of-way acquisition would produce some adverse impacts on adjacent land uses. Both the bridge and railroad undercrossing replacement portions of the project would involve right-of-way acquisition.

Right-of-way acquisition would affect two areas: the railroad alignment for the new railroad undercrossing (0.23 acre) and the bridge approaches on the east side of Highway 11 (0.69 acre).

1. Railroad right of way. To construct the preferred proposal for the railroad undercrossing, a new structure will be built along the south side of the existing structure. The right-of-way involved would be 0.23 of an acre. An advantage to construction of a new undercrossing and alignment adjacent to the existing one is that it would reduce the degree of track curvature and thus potentially allow faster traffic than on the existing alignment. The disadvantage is that the new alignment would put the track closer to adjacent buildings by 25 feet, thus raising noise levels. Plans for moving the railroad lines are currently unavailable. When plans are available, the noise impact will be evaluated -- and reported in the final noise study report. Affected land uses include a motel and a Ford sales and service agency. If retaining walls are utilized, a peripheral paint shop building at the Ford agency would be the only structure removed.

2. East side of Highway 11. The north approach to the proposed bridge would require 0.69 of an acre.* Affected land uses include a mobile home park, three private residences, a tavern, and an equipment supply firm. Three structures are physically involved: two mobile homes and a wood frame house. The two mobile homes could be relocated on the existing properties. Another wood frame house is located within five feet of the proposed right-of-way (Figure 6).

Mitigation of Right-of-Way Impacts. Right-of-way acquisition would require a total of 1.16 acres and four buildings. Two of these are mobile homes and could be repositioned on the existing properties. The Ford paint shop and the one wood frame house would have to be removed. Relocation and damage determinations are done according to requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and standard procedures of the Oregon Department of Transportation as stated in the pamplet, "Moving Because of the Highway or Public Projects?" (see Appendix B). The Ford agency would not have space to relocate the paint shop on the premises. An adjacent piece of property is vacant, but its availability is not known. The relocation of the affected residences could be difficult, as low to moderately priced housing in Pendleton is scarce. In the event that suitable replacement housing is not available, then last resort housing will be offered in accordance with the 1970 Uniform Relocation Assistance and Real Properties Act, as amended.

The minimal right-of-way requirement and the removal of no more than four structures by the project would not produce any measurable adverse impact on the local tax base. Any loss in tax base should more than be made up by potential economic growth in the area stemming from the improved highway facility.

Economic-Population Impacts

While the general area traffic patterns and the specific accessibility of adjacent land uses to Highway 11 would not be significantly affected, the flow of traffic through the area and the accessibility of the Riverside area to the rest of Pendleton and surrounding region would be improved by the proposed project. Increased circulation afforded by the new bridge would provide an improved economic climate for commercial, industrial and residential development in the Riverside area. Light industrial activity, in particular, could receive the greatest stimulus from the project because of the elimination of the current one-way traffic provision for trucks on the existing bridge. An adjacent mobile home dealer is entirely restricted from using the existing bridge, forcing him to go nearly 20 miles just to cross the river from his place of business.

Another indication of the potential for an improved economic climate in the project area is the projected increase in the "level of service" for Highway 11 if the project is constructed (Table 2). The current level of service is a level "D" (approaching unstable flow, tolerable delays, with an average speed of 15-20 mph). However, if the bridge is built, the projected level of service for 1985 and 1995 would improve to a "C" level (stable flow, acceptable delays, with an average speed of 20-25 mph).

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*South approach right-of-way requirements were included in the railroad portion. No additional highway-related right of way was required south of the railroad.

The Build Alternative should also have a positive impact on the existing accident rate (6.06 accidents per million vehicle miles of travel compared to a statewide average of 5.67). Since, two-thirds of the accidents are of the rear-end type, a new bridge and the elimination of one-way traffic for trucks should significantly improve the accident record.

Population growth in the Riverside area would not be affected by the Build Alternative. Considerable residential development has been occurring in the area in spite of the existing traffic congestion of the existing bridge. Other factors such as the availability of land, zoning, the labor market, and home interest rates have been more influential in determining the rate of residential development and population growth in the area than have the traffic conditions.

Social Impacts

The Build Alternative would not have any adverse impacts on such groups as the elderly, school-aged children, the handicapped, the poor, non-drivers or others without private transportation, pedestrians-cyclists, racial-ethnic or religious minorities. However, some of these same groups would benefit from the completion of the project. Pedestrian and bicycle based traffic would, in particular, benefit from the construction of new sidewalk-bike path facilities. While the existing bridge contains sidewalks and bike paths, the railroad undercrossing has no separate pedestrian-bike provision and while the shoulder of the road exists for such traffic, it is not physically separated from the traffic lanes. In the proposed project, provisions for pedestrian and bike traffic have been made for both the bridge and railroad structures.

Public Services Impacts

The completion of the project would improve public services such as fire, police protection, and ambulance service. However, a number of private and public utilities would be relocated. These include:

1. Pacific Power and Light. Relocation of poles and lines.

2. Pacific Northwest Bell Telephone Company. Two buried cables, one along the railroad right of way and one on the Ford Dealership, are in conflict with the railroad realignment. In addition, the utility is ccurrently upgrading their system by installing lines in an underground conduit system, and most of their affected aerial conflicts would be eliminated when they are placed underground.

3. Pendleton Community TV System. Television cables generally follow the telephone system, and it is assumed that these two utilities would continue to share the telephone distribution system.

4. Cascade Natural Gas Company. There may be some minor conflicts during the grading work exposing service lines. Cascade Natural Gas currently maintains a six-inch line on the old bridge and would maintain service on the new structure.

5. City of Pendleton Sewage and Water Lines. City sewage and water lines presently do not cross the river on the existing bridge, but the City would place eight-inch ductile lines for sewage and water across the new structure.

Cultural Resource Impacts

There are no properties in the project area which are listed or eligible for the National Register of Historical Places or listed in the Statewide Inventory of Historical Sites and Buildings. Organizations concerned with historical preservation have not identified any sites or structures of local historic interest in the project area.

It should be noted, however, that the Oregon Trail passed through the area at the southern terminus of the project. The historic trail coincides with old Highway 30, and is entirely obscured by urban-related development. Pendleton was a major stopping point along the Oregon Trail.

The Pendleton area was formerly occupied by the Cayuse Indians, and the Federation of Umatilla Indians' Reservation is situated just upstream from the project site. The ongoing process of urban-related disturbances in the area has greatly reduced any possibility for discovery of archaeological sites in the project area. The State Historic Preservation Office (SHPO) has been contacted and has determined that no archaeological survey is required; see Appendix C for the SHPO Consultation Letter.

Construction Impacts

Due to the proposed upstream alignment, construction detours and delays would not be a problem. There would be the usual construction-related noise, dust and vibrations. However, construction procedures and time tables would adhere to the Oregon Transportation Commission's Standard Specifications for Highway Construction (1974) to minimize such effects on residents and workers.

LOCAL GOVERNMENT AND PUBLIC INVOLVEMENT

Umatilla County and the City of Pendleton have been consulted on numerous occasions on various proposed projects that would have included a replacement of the Riverside-Umatilla River Bridge. Local citizens have been very vocal over the years concerning the hazards of the existing bridge and railroad structures, and a Citizens' Advisory Committee met in 1975-76, to help in corridor selection for a proposed realignment of Highway 11 and the Umatilla River Bridge.

Hearing Summary

A public hearing for the project was held on January 24, 1980 at 7:30 p.m. in room 240 of the State Office Building in Pendleton, Oregon. There were approximately 25 persons other than Highway Division personnel present.

Eight of those persons present gave oral testimony and three letters were received. Of the eleven pieces of testimony, eight favored the Build Alternative while three favored a more far-reaching design extending from 10th Street to Riverside Drive.

Those testifying in favor of the project included: Umatilla County; the cities of Adams, Helix and Athena; Umatilla County Pomona Grange and the Pendleton Riverside Nursery.

Those persons favoring the 10th Street-Riverside Drive location were not against a new bridge per se, they thought that if monies are being spent for a project, they should be directed toward a project that would solve the total transportation problem from the end of the interstate connection at 10th Street to the vicinity of Riverside Drive.

Hearing comments and answers are to be found in Appendix D.

BASIS FOR NEGATIVE DECLARATION

The project is not anticipated to cause any significant adverse impacts on adjacent land use patterns, developmental growth patterns, traffic volumes or patterns, or natural and human resources. Traffic noise is predicted to increase over existing levels by 1-3 dBA, to levels slightly in excess of design noise levels (1-2 dBA) for residences. Mitigative measures were evaluated and found to be infeasible. These changes in the noise setting are not deemed significantly adverse. The project may augment or provide additional impetus to the already ongoing urbanization processes in the Riverside area. The major impact of the project will be to improve traffic movement and provide for increased safety.

The project will not require the taking of any parklands. Some minimal, short-term construction-related impacts may occur in the Umatilla River due to bridge pier construction. Approximately one acre of right of way would be acquired, involving no more than three structures. Air quality and water quality would not be adversely affected.

APPENDIX A

FEDERAL HIGHWAY ADMINISTRATION NOISE GUIDELINES

Activity Category	Design Noise Levels L_{eq}	L_{10}	Description of Activity Category
A	57 dBA (Exterior)	60 dBA (Exterior)	Tracts of land in which serenity and and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 dBA (Exterior)	70 dBA (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 dBA (Exterior)	75 dBA (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	---	---	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 dBA (Interior)	75 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

SOURCE: U.S. Dept. of Transportation, Federal Highway Administration PPM 90-2, Noise Standards and Procedures, (Transmittal 205, July 28, 1976).

APPENDIX B

SUMMARY OF THE RIGHT-OF-WAY ACQUISITION AND RELOCATION ASSISTANCE PROGRAM

For this project, the acquisition and relocation assistance procedures are governed by the U.S. Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646), appropriate State relocation legislation, and U.S. Department of Transportation Order 5620.1.

The right-of-way program for this project is under the supervision of Mr. Harold Brainerd, Region Four. Specific answers about right-of-way can be obtained by contacting the region office at the following address:

Region 4 Right-of-Way Office
Oregon Department of Transportation
63055 N. Hwy. 97
P.O. Box 5309
Bend, OR 97701
Telephone No. 382-1911

Any person, family or business displaced by a highway project is offered relocation assistance services for the purpose of locating a suitable replacement property. Relocation services are provided by qualified personnel in the regional right-of-way office. A relocation agent, assigned to the highway project, will contact personally each displacee and explain the services and benefits available in accordance with the displacees' eligibility. The agent can provide a current listing of comparable replacement properties which are within the financial means of the displacee, available on the open market, and "decent, safe, and sanitary." Information is also available on Federal and State housing programs, loan programs, and other State and Federal agencies offering assistance to displaced individuals. The agent will assist in completing applications or claim forms for payments. All pertinent financial information concerning replacement housing will be explained.

In addition, the regional office maintains considerable data which may be of assistance to the displacee. Such data include local housing ordinances, open housing, building codes, social services, information on costs such as security deposits, closing costs, typical down payments, interest rates and terms, VA and FHA insured loan requirements, real property taxes, consumer education literature on housing and various other subjects. This data are available upon request.

It is the goal of the right-of-way personnel to be of service to the displacee to make the relocation easy and successful.

Summary information on the acquisition process and the relocation benefits is contained in two Oregon Department of Transportation leaflets: "Acquiring Lands for Highways and Public Projects" (Rev. December 1977) and "Moving Because of the Highway or Public Projects?" (Rev. May 1978). These leaflets are available upon request.

APPENDIX C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

xc - [illegible]
Pete
[illegible]
[illegible]
Orig to [illegible]

July 24, 1980

In Reply Refer to
File No.:

PIETER DYKMAN
ENVIRONMENTAL SECTION
HIGHWAY DIVISION
412 TRANSPORTATION BUILDING
SALEM OR 97310

ATTN: Maxine Banks

Dear Mr. Dykman:

RE: Umatilla River (Riverside Bridge)
Bridge Widening Project
Umatilla County

This letter is in response to your request for official comment from the State Historic Preservation Office regarding impact of your federally funded project on cultural resources.

After a careful review of your proposed project, our office can offer the following comments. We feel the area of the project is not of historic significance and since ground disturbance of previously undisturbed ground is minimal, this office feels that there will be no likely impact to archeological resources. We therefore feel no cultural resource surveys are required and that the project is in compliance with Public Law 89-665 and Executive Order 11593.

For further information regarding projects, contact Leland Gilsen, state preservation archeologist, at 378-5023.

Sincerely,

D.W. Powers III
Deputy SHPO

DWP:LG:nmw

Form 734-3122

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APPENDIX D

HEARING COMMENTS AND DISCUSSION

The following are hearing comments and responses for the more pertinent items introduced at the hearing.

COMMENT 1: Several persons stated that the proposal should consider completion of the 10th Street-Riverside Drive project rather than advance a new bridge at the existing location.

RESPONSE 1: Building the new bridge at the existing location does not preclude completion of the 10th Street-Riverside Drive project, if or when adequate funding is available. However, funding is not presently available for the $8+ million 10th Street-Riverside Drive project. Therefore the preliminary Six-Year Highway Improvement Program lists the $2+ million bridge replacement proposal that was outlined at the hearing. Further, the Citizens' Advisory Committee for the 10th Street-Riverside Drive proposal, as well as the Oregon State Highway Division, recommended replacement of the existing bridge with or without the above proposal.

COMMENT 2: Construct a half interchange at the intersection of Riverside Drive and Highway 11 or install a traffic signal at the intersection to facilitate traffic moves onto the highway. Also improve pedestrian facilities for school children going between the Riverside Drive area and Washington School.

RESPONSE 2: Granted an interchange at this intersection would facilitate traffic movements, however, the right-of-way needs and construction costs for building the interchange would be prohibitive. For instance, right-of-way requirements would displace most of a mobile home park, a nursery, a mobile home sales lot, a service station and several homes. A detailed cost estimate was not prepared as a review of the interchange plan indicates a possible doubling of the $2.1 million anticipated for the project.

In addition to the above displacements and increased costs, the grade of the proposed bridge replacement does not provide adequate clearance for a roadway under the bridge end to complete the interchange loop. A design that would provide adequate roadway clearance would create even more displacements and higher costs.

Improved pedestrian facilities are already included in the proposed plan. Improvements outside the project limits are the responsibility of the City of Pendleton.

COMMENT 3: There appears to be adequate railroad right-of-way to make the railroad relocation without taking private property and displacing buildings.

RESPONSE 3: To the casual observer, it may appear that adequate right-of-way for the railroad relocation is available; however, in completing a railroad relocation, the Highway Division must abide by the controlling railroad companies' design standards (two companies are involved in this instance).

A preliminary review of the railroad relocation plan indicates that a modification of the plan to reduce the proposed right-of-way taking may be possible; however, as stated above, this design would have to meet the railroad companies' approval.

COMMENT 4: Approve Design Option 2* and designate the middle lane as a continuous left turn lane.

RESPONSE 4: Designation of the middle lane of Design Option 2* as a left turn lane would lessen the confusion of travelers through the area as well as decrease the potential of rear-end collisions between through traffic and turning traffic.

COMMENT 5: Continue plans for the 10th Street-Riverside Drive project and convert the existing bridge to carry one-way traffic controlled by a signal.

RESPONSE 5: See the first comment for a discussion of the 10th Street-Riverside Drive project. With the uncertainty of ever completing the above project, it is imperative that the existing bridge be replaced. The installation of a signal to limit all traffic to one-way would further compound an already desirable situation that presently exists with trucks and buses being limited to one-way.

COMMENT 6: Several remarks were made regarding portions of the highway system outside the project limits. These included noise and congestion problems by Saint Anthony Hospital (a part of Highway 11); traffic problem on the viaduct near 10th Street during inclement weather (also a part of Highway 11); and traffic problems at the intersection of U.S. 395 and Interstate 80N.

RESPONSE 6: The Highway Division is well aware of these problem areas as well as a multitude of similar problems throughout the state. As stated previously, the advancement and completion of the bridge location does not preclude additional planning and perhaps even completion of the 10th Street-Riverside Drive proposal.

COMMENT 7: Why is the proposed bridge being designed for four lanes when a two-lane roadway is all that will ever be needed?

RESPONSE 7: The proposal is not being designed specifically as a four-lane highway in the future. The proposal as presented was designed to facilitate stage construction and maintain traffic service during construction.

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*Design Option 2 is synonymous with the Build Alternative.

The 1978 traffic volumes of 7,400 vehicles daily indicate a need for a four-lane highway. The anticipated 9,800 vehicles daily in 1995 indicate an even stronger need for a four-lane highway.

The proposed railroad undercrossing is planned for four lanes to meet this anticipated future traffic as well as facilitate stage construction.

9875

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 30, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Study Report
Project No. F-19(4)
Umatilla Riv. (Riverside) Br. Sec.
Oregon-Washington Hwy. (ORE 11)
Umatilla County

Enclosed for your information is a copy of the study report for the subject project to aid you in your evaluation to determine if the Final Negative Declaration, when submitted, adequately addresses the proposed location/design.

Upon FHWA's adoption of the Final Negative Declaration which constitutes location/design approval, we request authorization to proceed with the portion of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $33,000 with obligation of $28,300 in Federal funds.

JLG:bke
Enclosure

cc: H.S. Coulter
E.S. Hunter
F.E. Terpin
Gary Potter
J.H. Versteeg
Walt Hart
W.E. Schwartz (Region 5)
John Grassman

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STATE HWY ENGR
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FOR

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Form 734-3122

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STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 9 #8

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: May 13, 1980

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Umatilla River (Riverside) Bridge
Oregon-Washington Highway
Umatilla County

Herewith the study report on subject section that has been reviewed and approved by Region 5 Engineer.

If you agree with our conclusions, please approve the report and return it to me for further distribution.

For further information in considering approval of the report, the Union Pacific Railroad Company, in conjunction with our proposed moving of the undercrossing, has requested realignment of about 4,400 feet of their trackage. We are presently preparing mapping and estimates to determine what impacts will occur if their proposal is carried out.

On a preliminary basis, it appears the primary impacts would be economics and displacement of businesses.

APPROVED
ESH
E. S. Hunter
Date 5-15-80

FET:DB:ge
Attach.
cc: W. E. Schwartz
W. Hackleman

Hack.

RECEIVED
MAY 15 1980
LOCATION SECTION

RECEIVED
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UMATILLA RIVER (RIVERSIDE) BRIDGE
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

RECOMMENDATION

The Oregon State Highway Division, after review of the public hearing input and other related data, recommends approval of the Build Alternative with Design Option 2 for the Umatilla River (Riverside) Bridge Section of the Oregon-Washington Highway in Umatilla County.

The Highway Division further recommends that the center lane of Design Option 2 be designated and signed for use. as a left turn lane, and that the railroad track relocation be completed in a manner whereby right-of-way impacts will be reduced to the fullest extent possible.

Following are reasons considered in making the above recommendation:

1) Has the approval of Umatilla County.

2) Has the approval of the cities of Adams, Athena and Helix.

3) Was favored by a majority of the hearing participants.

4) Provides the greatest improvement in traffic services.

5) Is not adverse to L.C.D.C. goals and guidelines.

6) Has a potential for future widening to four lanes.

7) Has a minimum of environmental impacts.

UMATILLA RIVER (RIVERSIDE) BRIDGE
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

PROJECT SUMMATION

PURPOSE

The purpose of the proposed project is to replace a substandard river bridge and a railroad undercrossing to provide adequate capacity and safety for local and regional traffic.

SETTING

The project is located in the northeasterly portion of Pendleton and carries the Oregon-Washington Highway traffic under the Union Pacific Railroad tracks and over the Umatilla River.

The railroad structure was originally built in the late 1800's over what was then a county road. In the late 1920's the structure was modified to its present configuration with 30 feet of horizontal clearance and 14 feet 8 inches of vertical clearance. Subsequently, the installation of a guardrail to separate the pedestrian and vehicular traffic further reduced the horizontal clearance to 26 feet. The vertical clearance is adequate for most vehicles; however, some traffic such as mobile homes in transit are forced to use a circuitous route to cross the river.

The bridge spanning the Umatilla River was built in 1916 and has 19 feet of horizontal clearance with unlimited vertical clearance. Due to the limited horizontal clearance, the bridge is posted one-way traffic for trucks and buses. Also due to its structural condition, the bridge will be posted with a load limit (80,000 lbs. maximum) in the near future. This load limit will create out-of-direction travel for all permit and oversize vehicles.

In 1978 traffic on this section of highway averaged 7,400 vehicles daily with about 10% of the traffic being trucks. By 1995 the traffic is expected to increase to 9,800 vehicles daily, with a proportional increase in truck traffic.

PROJECT DESCRIPTION

Two alternatives are being considered and advanced for the proposal: a No-Build Alternative and a Build Alternative with two Design Options (see attached map).

The No-Build Alternative would retain the existing roadway system, bridge and railroad undercrossing. It would, however, allow for continued roadway maintenance and bridge repair.

The Build Alternative would include: construction of a new two-lane river bridge; a new four-lane railroad undercrossing; relocation of railroad roadbed; removal of the existing bridge; roadway approaches to the relocated bridge, and pedestrian/bicycle facilities. See project description in transcript for detailed information.

Design Options 1 and 2 of the Build Alternative are only involved with the northerly approach to the relocated bridge. The southerly approach would be the same under either option.

Design Option 1 would have a two-lane roadway and pedestrian/bicycle facilities extending from the relocated bridge end to Riverside Drive.

Design Option 2 would have a three-lane roadway extending from the end of the relocated bridge to an existing three-lane roadway. Pedestrian and bicycle facilities would be the same as in Option 1.

ENVIRONMENTAL IMPACTS

Following is a brief summation of the impacts that could result from both the No-Build and Build Alternatives. More specific and detailed data is available in the project's Draft Negative Declaration.

Impacts on the No-Build Alternative would include: a decrease in traffic services as future traffic increases; a potential for higher accident rate; higher noise levels; deteriorating air quality; less potential for development in the Riverside area; continuation of one-way truck and bus traffic on the bridge; continuation of restricted load limits, and increasing maintenance costs.

Impacts resulting from the Build Alternative would include: a betterment of traffic services; a decrease in accident potential; minor impacts to the geology and hydrology of the river; loss of an insignificant amount of wildlife habitat; an inducement for development in the Riverside area; use of added energy for construction; conversion of private property to public right-of-way; displacement of two mobile homes, one dwelling and one business; increased noise impacts, and improved air quality.

PROJECT ANALYSIS

The No-Build Alternative would do nothing to enhance traffic services, in fact, these services could deteriorate to an intolerable stage as traffic volumes increase in the future. The continuation of one-way truck and bus traffic on the bridge along with turning movements on the two-lane roadway could drastically increase the accident frequency and severity, particularly when future traffic volumes increase. The soon-to-be implemented load restrictions on the bridge combined with the limited vertical clearance at the railroad undercrossing would result in out-of-direction travel for vehicles under special permit.

The No-Build Alternative therefore is not considered a viable or desirable alternative.

The Build Alternative with Design Option 1 would improve traffic services by eliminating the bottleneck created by the need for one-way truck and bus traffic on the bridge. The new bridge and undercrossing would also eliminate the need for restricted loads and sizes up to 17 feet. The addition of paved shoulders and pedestrian/bicycle facilities would benefit that faction of the public. Some potential for accidents would still be present from turning vehicles on the two-lane roadway. The option does, however, leave about 0.2 mile of roadway between the proposal and a recently completed project that would not be improved.

The Build Alternative with Design Option 2 would include all the improvements cited for Option 1 as well as include the 0.2 mile segment of roadway that Option 1 did not improve. The signing and striping of the center lane of the three-lane roadway would further improve traffic services.

Of the above Alternatives and Design Options, the Build Alternative with Design Option 2 provides the greatest improvement to overall traffic movements and will be recommended for approval.

UMATILLA RIVER (RIVERSIDE) BRIDGE
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

HEARING SUMMATION

A public hearing for the project was held on January 24, 1980 at 7:30 p.m. in room 240 of the State Office Building in Pendleton, Oregon. There were approximately 25 persons other than Highway Division personnel present.

Eight of those persons present gave oral testimony and three letters were received. Of the eleven pieces of testimony, eight favored the Build Alternative while three favored a more far-reaching design extending from 10th Street to Riverside Drive.

Those testifying in favor of the project included: Umatilla County; the cities of Adams, Helix and Athena; Umatilla County Pomona Grange and the Pendleton Riverside Nursery.

Those persons favoring the 10th Street-Riverside Drive location were not against a new bridge *per se*, they thought that if monies are being spent for a project, they should be directed toward a project that would solve the total transportation problem from the end of the interstate connection at 10th Street to the vicinity of Riverside Drive.

UMATILLA RIVER (RIVERSIDE) BRIDGE
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

HEARING COMMENTS AND DISCUSSION

Following are comments, discussion and recommendations for the more pertinent items introduced at the hearing.

COMMENT: Several persons stated that the proposal should consider completion of the 10th Street-Riverside Drive project rather than advance a new bridge at the existing location.

RESPONSE: Building the new bridge at the existing location does not preclude completion of the 10th Street-Riverside Drive project, if or when adequate funding is available. However, funding is not presently available for the $8+ million 10th Street-Riverside Drive project. Therefore the preliminary Six-Year Highway Improvement Program lists the $2+ million bridge replacement proposal that was outlined at the hearing. Further, the Citizens' Advisory Committee for the 10th Street-Riverside Drive proposal, as well as the Oregon State Highway Division, recommended replacement of the existing bridge with or without the above proposal.

RECOMMEND: Continue advancement of proposed plans.

COMMENT: Construct a half interchange at the intersection of Riverside Drive and Highway 11 or install a traffic signal at the intersection to facilitate traffic moves onto the highway. Also improve pedestrian facilities for school children going between the Riverside Drive area and Washington School.

RESPONSE: Granted an interchange at this intersection would facilitate traffic movements, however, the right-of-way needs and construction costs for building the interchange would be prohibitive. For instance, right-of-way requirements would displace most of a mobile home park, a nursery, a mobile home sales lot, a service station and several homes. A detailed cost estimate was not prepared as a review of the interchange plan indicates a possible doubling of the $2.1 million anticipated for the project.

In addition to the above displacements and increased costs, the grade of the proposed bridge replacement does not provide adequate clearance for a roadway under the bridge end to complete the interchange loop. A design that would provide adequate roadway clearance would create even more displacements and higher costs.

Improved pedestrian facilities are already included in the proposed plan. Improvements outside the project limits are the responsibility of the City of Pendleton.

RECOMMEND: Continue advancement of proposed plans with the stipulation that a signal at the Riverside Drive-Highway 11 intersection will be considered at a future date or when traffic movements warrant.

COMMENT: There appears to be adequate railroad right-of-way to make the railroad relocation without taking private property and displacing buildings.

RESPONSE: To the casual observer, it may appear that adequate right-of-way for the railroad relocation is available; however, in completing a railroad relocation, the Highway Division must abide by the controlling railroad companies' design standards.

A preliminary review of the railroad relocation plan indicates that a modification of the plan to reduce the proposed right-of-way taking may be possible; however, as stated above, this design would have to meet with the railroad companies' approval.

RECOMMEND: Continue advancement of the proposed plans while modification of the railroad relocation design is reviewed.

COMMENT: Approve Design Option 2 and designate the middle lane as a continuous left turn lane.

RESPONSE: Designation of the middle lane of Design Option 2 as a left turn lane would lessen the confusion of travelers through the area as well as decrease the potential of rear-end collisions between through traffic and turning traffic.

RECOMMEND: Designate and stripe the middle lane as a continuous left turn median between the end of the relocated bridge and the slow moving vehicle lane now in place.

COMMENT: Continue plans for the 10th Street-Riverside Drive project and convert the existing bridge to carry one-way traffic controlled by a signal.

RESPONSE: See the first comment for a discussion of the 10th Street-Riverside Drive project. With the uncertainty of ever completing the above project, it is imperative that the existing bridge be replaced. The installation of a signal to limit all traffic to one-way would further compound an already undesirable situation that presently exists with trucks and buses being limited to one-way.

RECOMMEND: Continue advancement of proposed replacement plans.

COMMENT: Several remarks were made regarding portions of the highway system outside the project limits. These included noise and congestion problems by Saint Anthony Hospital (a part of Highway 11); traffic problem on the viaduct near 10th Street during inclement weather (also a part of Highway 11); and traffic problems at the intersection of U.S. 395 and Interstate 80N.

RESPONSE: The Highway Division is well aware of these problem areas as well as a multitude of similar problems throughout the state. As stated previously, the advancement and completion of the bridge location does not preclude additional planning and perhaps even completion of the 10th Street-Riverside Drive proposal.

RECOMMEND: Continue advancement of proposed plans.

COMMENT: Why is the proposed bridge being designed for four lanes when a two-lane roadway is all that will ever be needed?

RESPONSE: The proposal is not being designed specifically as a four-lane highway in the future. The proposal as presented was designed to facilitate stage construction and maintain traffic service during construction.

The 1978 traffic volumes of 7,400 vehicles daily indicate a need for a four-lane highway. The anticipated 9,800 vehicles daily in 1995 indicate an even stronger need for a four-lane highway.

The proposed railroad undercrossing is planned for four lanes to meet this anticipated future traffic as well as facilitate stage construction.

RECOMMEND: Continue advancement of the proposed plan.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

January 24, 1980
7:30 p.m.
Room 240, State Office Building
Pendleton, Oregon

RE: Umatilla River (Riverside) Bridge
Oregon-Washington Highway
Umatilla County

MR. BOB HECTOR: Good evening, ladies and gentlemen. It is 7:30 p.m., January 24, 1980, which time has been designated for the design hearing of the Umatilla River (Riverside) Bridge Section of the Oregon Highway, Route Number 11, in Umatilla County.

I am Bob Hector, Construction Engineer for Region 5, and I will be conducting this meeting. At this time I would like to introduce our staff who is here to assist with this evening's meeting. To my extreme left is Mr. Bud Van Cleave, Resident Engineer for the Pendleton area, and to my near left is Mr. Harold Brainerd, Regional Right of Way Supervisor. (There were approximately 35 persons present.)

This afternoon we offered an informal hearing to discuss the details and to field specific questions. The purpose of this hearing here this evening is to take testimony on the details of the proposal as well as alternate proposals.

Before we proceed further I'd like to make sure that everyone has filled out a registration card. If you wish to make a statement at this hearing, mark the card and we will call upon you to make the statement during the testimony part of the hearing. If you wish to make a written comment on the back of the card, it will become a part of the hearing record. If you do not wish to make a statement here, you will have ten days from today in order to make a statement. These comments will become a part of the hearing transcript. These communications should be addressed to the Oregon Transportation Commission, State Highway Building, Salem 97310. And also, anyone who submits a registration card here tonight will receive a transcript of the hearing.

As I indicated, this is a design hearing. Under the Federal statutes, regulations, and the Oregon Action Plan, testimony will be accepted on the details of this proposal as well as alternate plans.

You should be advised that after evaluation of the statements included in the transcript, information developed in support of the proposed design will be available for public inspection and copying at the Salem headquarters of the Highway Division.

The proposal under consideration is the replacement of the bridge over the Umatilla River on the Oregon-Washington Highway in northeastern Pendleton.

The existing bridge was built in 1916 and has only 19 feet of horizontal clearance and that limits trucks and busses to one-way traffic. Along with it being narrow, the bridge is in poor condition, and is in need of constant repair. The railroad underpass tends to restrict certain traffic with a 14-foot 8-inch vertical clearance.

Now, two alternatives are being advanced for consideration: There is a No Build Alternate that would retain the existing system as it is. There is also a Build Alternate that would include a new bridge across the river, a new railroad underpass, new approaches to the bridge, and relocation of the railroad trackage.

The project is presently scheduled for construction in the Spring of 1981.

I would now like to call upon Mr. Van Cleave to briefly describe the proposal.

MR. H. N. VAN CLEAVE: Thank you, Bob. Ladies and Gentlemen. In the Build Alternate we have two options. Option No. 1 is the - simply a widening of the - building a new structure and it would end at Riverside Avenue. It would be two lanes with 4-degree reversing curves to go from the new alignment on the bridge which is going to be upstream and getting back into the existing road.

Option No. 2 starts at the end of the bridge goes into a three-lane configuration and goes in and hooks into the new overlay that we have up on Highway 11. When we first came out with Option No. 1, we didn't have this section under contract, so rather than leave this piece from Riverside to the new overlay, we added this option. With this being three-lane, if the traffic warranted, the center lane could be used as a left-turn median. From the end of the existing structure south, it is exactly the same on both. What that entails is putting in a new railroad undercrossing south of the existing and it will be wide enough to handle four lanes of traffic, although at the present time we will only utilize 32 feet of this for two lanes.

The new bridge will be 32 feet wide, two 12-foot lanes, two four-foot shoulders with an 8-foot sidewalk on the upstream side. The structure will be designed so that in the future, if traffic warranted, it could be widened out to accommodate three or four lanes of traffic.

In the relocation of the railroad, we're putting in about 1500 foot of retaining wall which will reduce the impact on the right of way on the south side of the railroad tracks. The reason that we are realigning the railroad is simply that there is no room to build a new structure and utilize the existing railroad undercrossing because of the distance between the two structures. Consequently, it is necessary to build a new railroad structure so that we could maintain traffic.

At the present time, the estimate in 1979 dollars for Option No. 1 is 1.9 million and for Option No. 2 it's 2.1 million. We have a 200,000 difference.

There will be some removal of pavement both on this end and this 'WYE' will be reconstructed to have better entrance and sight distance to this. There will be some landscaping. Traffic will be maintained under both options during the entire construction process. Thank you, Bob.

MR. HECTOR: Thank you, Bud. I'd now like to ask Mr. Harold Brainerd to discuss right-of-way acquisition procedures that would be used on this project.

MR. HAROLD BRAINERD: Thank you, Bob. The hearing being held today is to afford interested people the opportunity to express their views regarding the general design of this highway. The additional right of way necessary for the reconstruction of this section of highway will require the displacement of one mobile home and one commercial building under Option No. 1. Under Option No. 2, it requires the displacement of two mobile homes, one dwelling and one commercial building.

An explanation of the right-of-way acquisition process is contained in a leaflet, "Acquiring Land for Highways". (Form Rev. 12-77) This leaflet covers the matters of the public hearings, the appraisal procedure, the definition of market value, procedures for handling payments for property and an explanation of eminent domain procedures with the addresses of the various right of way offices in the State. This leaflet is available at the meeting today, and I urge you to take one with you.

Another leaflet, "Moving Because of the Highway?" (Form No. 81-734-3772) is also available, and I also urge you to take a copy of this one. It explains the benefits of the 1970 Uniform Relocation Act available to relocatees on a project. The benefits are quite numerous and include the payments of moving costs, replacement housing additives, down payment benefits, rent supplements, payments of incidental expenses and closing costs on the purchase of replacement housing, interest differential payments on mortgages and an explanation of the procedure for making an appeal, in the event of dissatisfaction with any part of the relocation program. Both leaflets will be included in the minutes of this meeting, and will be transcribed along with all other statements. (Leaflets are included in transcript by reference only. Copies of leaflets available at 2111 Adams Street, La Grande.)

The time required for right-of-way acquisition and relocation is estimated at 12 months from date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 30 days for the relocation of displaced persons after the State acquires their property.

In addition, no persons or families will be displaced until they have either been relocated to adequate replacement housing, obtained the right of possession of adequate replacement housing, or have been offered adequate replacement housing available for immediate occupancy. No owner-occupant will be required to move until either he has been paid for his property, or the money has been deposited in the registry of the court.

Alternate housing is readily available. A search of the residential housing market reveals that approximately 100 dwellings are being offered for sale by local realtors. The East Oregonian carries several real classified ads for "Houses for Sale" each day. A search of the rental market shows a number of houses and apartments are available for rent, by placing "For Rent" signs in the windows. Classified ads in the local papers for one day revealed 7 single-family dwellings and 33 dwellings in multiple-family housing were available for rent. Further, studies indicate this much housing can reasonably be expected during the foreseeable future.

It is important for you to know that eligibility to receive relocation benefit payments is not complete until negotiations to purchase the property have commenced or a notice to vacate has been received from the State.

To the best of our knowledge the replacement dwellings mentioned are decent, safe and sanitary, functionally equivalent and substantially the same as those you are leaving and they are fair housing, open to all persons regardless of race, color, religion, sex, or national origin, in accordance with U. S. Department of Transportation Order 5620.1, copies of which are available in this room.

Further, information on the right-of-way program can be obtained at Right of Way Offices located at Bend or La Grande. Telephone numbers 382-1911 and 963-8446. Thank you.

MR. HECTOR: Thank you, Harold. Okay, now the formalities are out of the way and it is time to receive your comments. I have a number of cards here from folks who would like to speak. I ask you as you come forward to speak if you would state your name and speak loudly enough so our recorder will pick up your testimony. The first name here that I have is Mr. Edwin Hardt.

MR. EDWIN HARDT: I'll hold off for awhile.

MR. HECTOR: Okay. Mr. Edwin Hoeft. Am I pronouncing that correctly?

MR. EDWIN HOEFT: Well, I wasn't too sure, I think I'll wait till - to see what goes on first and maybe I'll write a comment instead - I'll just wait awhile.

MR. HECTOR: Thank you, Mr. Hoeft. Mr. Wayne Stephens.

MR. WAYNE L. STEPHENS: Yes. I was up here,

MR. HECTOR: Could you come forward and to -

MR. STEPHENS: And speak into that -

MR. HECTOR: Yes, please.

MR. STEPHENS: Microphones make a person nervous. Maybe I ought to hold off too, Ed. Well, in the first place, I'm just a private citizen and I do not live in the area that - oh out here at Riverside. But what I'm concerned about is the amount of traffic that is going by St. Anthony Hospital and going down to this bridge. And by widening this bridge we do not absolutely cure some of the headaches that's caused by this new piece of road out here that you built off Highway 80 and come down to Tenth Street and dead-end. We have a problem right out here by the viaduct and then we have a problem by St. Anthony Hospital and we have a problem right out where the - where you go down into - to the bridge crossing the Umatilla River. Just by going out here and widening this bridge is not really going to solve the traffic problem in this part of the town, and I travel this part of the town enough to know and feel that traffic everyday.

Why can't we build - continue on with the project that was scheduled to do in - it said in - was 1977 that the Community - what is it - the CA, Community Advisory Commission, anyway, you had a committee of people that studied this.

By taking this other route and getting this traffic off from - as it comes off from the freeway and getting it to flow right on out to Highway 11 and bypassing these problem areas.

St. Anthony is going to increase their hospital here in the near future and it's going to create more problems. So just by widening this bridge I feel that we're making a mistake, the same mistake that was made down here on the west end of town when they put in this intersection out here that connects in with 395. If the City of Pendleton would had enough force behind our city fathers to have made the State put in a decent interchange at that location, we wouldn't have the problems we have there now.

So I feel just by - and this has no - anything to do with the two alternate proposals that you're putting forth. I say that we are doing the wrong thing to begin with in just widening the existing bridge. And that's my comments.

MR. HECTOR: Thank you, Mr. Stephens. Mr. Ray Meyersick.

MR. RAY MEYERSICK: My name is Ray Meyersick and I live here in Pendleton. I'm one of the owners of the Ford dealership land that is involved in this, and also the vacant property that's between the dearlership and Fletcher Oil Company property. Is that enough to describe me?

I know we need a new bridge, we've known it for years. Gosh, we've seen accidents out there and it's a real bad situation. I question how it's being done. I have no alternate plan, I really don't.

But I do hate to lose the 40 feet off of our property there, because it does hurt us. I went out there this afternoon as soon as I left here and saw these maps and did a little stepping off and it would do us great harm for that property. We'd lose about 30 parking spaces, we'd, of course, have to move the body shop or - we - somebody's got to move it, and turn it around. Maybe some additional property could be taken from the vacant lot, but that also then would hurt that piece of property in that it is rather square now and would be much more usable than if we took a piece out of it for the body shop for the present operator out there, because we have a lease with him for that property that he's on.

I don't know what more to say, I really object to how - how it's done. I looked over the fence towards the railroad track there and goodness there's quite an area there between the fence that we have at the back and the railroad track. I would think it's enough to build another track without taking anything off of our property. Something to look at - of course, I don't know how much footage you need to build a railroad but there's a lot of area there between that fence that we have on our back parking lot where our new cars are parked or where this - our renter's new cars are parked - than the present railroad track.

Now maybe this whole thing is a little too elaborate, you're speaking of a four-lane bridge and all of this. I would consider that that would never be any more than a two-lane road, a good two-lane road. The bridge is too narrow and it has to be widened for a two-lane road, but if the highway is ever completed, hooked up with the ramp that comes down from Indian Hills here and goes through like has been planned, why that will cut a tremendous amount of traffic off of that road out there and across the bridge, especially the big trucks and all of that which are a problem now because it's a one-way traffic for them; but if this highway is completed out through the State Shops here or however it's going to go, why those trucks will stick to that, they wouldn't get up in that east area at all. And that would also alleviate a lot of the traffic by St. Anthony Hospital. So maybe this thing that we are looking at here might be just a little too elaborate for what we actually need, because, I repeat again, I do not think that that road will ever have to be any more than a good decently wide two-lane highway. That's about everything I have.

MR. HECTOR: Thank you, Mr. Meyersick. Mr. Steve Randolph.

MR. STEVE RANDOLPH: Good evening, my name is Steve Randolph. I represent Umatilla County in this instance. I am the local Planning Coordinator for the County and also represent the Cities of Adams, Athena and Helix. We are all very supportive of the efforts to replace the bridge and I have brought forth a couple of letters for the record that I would like to leave with you.

The Umatilla County Board of Commissioners has written that it's about time, folks. We've been campaigning for this for a long time and we feel that with the farm traffic, the commuter traffic, the heavy truck traffic, etc., that is presently going over this bridge that it is one of the most dangerous spots in all of Umatilla County's traffic network. We heartily endorse it and are waiting impatiently to have it finished.

For the Cities of Adams, Athena and Helix, they have similar feelings and they're just very happy that it's finally going ahead and progressing. We applaud, for one thing, your concept of not closing down the old bridge while you replace it with a new one, because there is just no alternative for traffic going from Highway 11 into Pendleton. This area is very heavily used, we have a lot of commuters from Athena, etc., we have a lot of farm traffic from our communities and we think that it's an excellent idea how you have gone about it. Also, realigning the approaches seems to be a good idea and to make the bridge wider for future expansion we heartily endorse. So I'll leave you with that positive note and leave with you a couple of letters. (See end of transcript for letters.) Thank you.

MR. HECTOR: Thank you, Mr. Randolph. Thank you. Mr. David McKeeny. I'm sure I'm not pronouncing that right.

UNIDENTIFIED PERSON: McKenna.

MR. HECTOR: McKenna.

UNIDENTIFIED PERSON: He couldn't stay - he left this letter -

MR. HECTOR: Mr. McKenna and he has left a letter here with us. (Mr. McKenna submitted a letter from Stanley Tucker. See end of transcipt.) Thank you. Mr. Groupe.

MR. JOHN R. GROUPE: I'm John Groupe, 330 N.E. Highway 11 and I represent Riverside Veterinary Clinic. I have basically two things that I think are real important. One, and I submitted some - about two or three years ago I submitted some plans to the Highway Department for this - it basically contained half of a cloverleaf to facilitate motorists getting onto and off of the new bridge whichever area it would cross the river. This, I think, is real important. I think the traffic coming down Riverside Drive trying to cross a lane of traffic to head into town I think would be a real mistake. I think there definitely should be a light there or a place where the Riverside Drive traffic could cross underneath the new highway and loop back up without - I think you probably know what I mean. Okay, and I think that because I live there and I work there and I hear the complaints of my clients. I think that type of thing is very important.

And then the other thing that is heavy on my mind which indicates urgency to get something done, is the fact that there is really no safe way for young children to get from the Riverside area down towards town. For instance, the kids in that area mostly the elementary kids go to Washington School and it would be very unsafe for them, at this point, to try and cross the bridge because there isn't even a footpath to do so. And with that thought in mind, I find it kind of distressing that doing something that has been put off repeatedly for I don't know how many years. That's about all I have to say.

MR. HECTOR: Thank you, Mr. Groupe.

MR. VAN CLEAVE: Bob, that's one thing that I missed was the pedestrian.

MR. HECTOR: Yes, that would be wise Bud if you would like to step back up here and explain that a little better.

MR. VAN CLEAVE: Speaking of the pedestrian handling on the proposal that there would be a pedestrian facility here and then there would also be a pedestrian facility starting here and going across the new bridge and an 8-foot sidewalk and all the way out to Riverside Drive. Forgive me for having missed that. There will be a sidewalk or an area that'll be designated for pedestrians.

UNIDENTIFIED PERSON: I believe you mentioned the 8-foot sidewalk -

MR. VAN CLEAVE: Yes, I mentioned it on the structure but I didn't mention that we were going to actually build it into the facility on the - along the highway.

MR. HECTOR: Thank you, Bud. Mr. Edwin Hardt would you care to make a statement now?

MR. EDWIN L. HARDT: Well, I live right out at the end of this thing, clear out at the end and if I understand this right now if they were going to take any property from me I'd have been notified or would have got a map showing this - I would have received something of this sort. I don't know if they are going - by looking at that - it doesn't look like they are going to touch my property and that's what I was just more or less concerned about is if they were going to touch into me or not. If this was off in lots - lot numbers, well then I could tell, you know but -

MR. HECTOR: Mr. Hardt, the purpose of this meeting is to take testimony - we would be happy to ask you to come to talk with one of the fellows in the back of the room at this time, and I am sure they can answer your questions.

MR. HARDT: Well, okay. My testimony is that we definitely do need a bridge out there. It is a hazard and I have lived out there for 17 years and I've seen several wrecks and accidents and I'm all for a new bridge. I'm all for it.

MR. HECTOR: Thank you, Mr. Hardt. Mr. Hoeft.

MR. EDWIN HOEFT: I'm Edwin Hoeft, I am with the - represent the S.W.C.D. and here a few years - in 1977 I think it was, the District had plans where they were going to join onto coming off 80 up here and going over to hook onto 11, the new highway through here, and we looked at that and we thought that was a real good project at that time, still do, and we were kind of opposed to putting in the new bridge over here if they were going to put that highway through there because we figured they could put a good cloverleaf on the other side and could take care of most of the traffic that way and what little traffic there would be across this old bridge would - probably a little maintenance on it - would probably take care of it.

And I have the same comment as the first speaker did about the viaduct here and St. Anthony because that's been a kind of a bottleneck there, this overpass is too - it's wide enough, but I mean if you put much more traffic on it, well you're going to have the same problem there too because it's not going to be sufficient, in the wintertime it gets slick and have trouble getting over there with your trucks and cars and stuff and so we were kind of opposed to improving that road too much there because it would just make more traffic to St. Anthony and on the viaduct and it's kind of a bottleneck.

That's what we figured and so that was about the statement - I had just about the same statement as the first speaker did about the traffic through here. And we would like to see the other highway part being put in and I think that would solve more problems than this bridge widening. I think that's about all I have to say.

MR. HECTOR: Thank you. I have now gone through all the cards and called on everyone who wished - who indicated that they would like to speak. If there is anyone else here who would like to make a testimony would you care to identify yourself. Yes Sir.

MR. JOE DuPUIS: I am Joe DuPuis from - I live in the Hermiston area but I am representing the Oregon State Grange and the Umatilla County Pomona Grange. It would seem to me in the Plan No. 2 there it mentioned a three-way highway there and the possibility of using the center lane for a left-turn lane. I would like to suggest that that be constructed strictly as a left-turn lane because three-lane highways are very dangerous. If they are left open, it leads to many head-on collisions and if that center lane was strictly designated as a left-turn lane, I think it would serve the conditions here and the purpose a great deal better.

MR. HECTOR: Thank you, Mr. DuPuis. Is there anyone else, yes Sir.

MR. JOHN ELLIOTT: My name is John Elliott, address is 341 N.E. Highway 11. I own Pendleton Riverside Nursery. My main concern after this afternoon was I understood design or Option No. 1 was a two-lane highway but if design or Option No. 2 went through and was undertaken, my main concern also was to have a left-turn lane on the out of town traffic instead of a strictly three-lane highway. In the time that I've been out there most of the accidents seem to have been caused due to left-hand turns into the various businesses in the area. Other than that, I am fully in favor of the project either way.

MR. HECTOR: Thank you, Mr. Elliott. Is there anyone else who would care to make a statement this evening?

Before we close, I would like to remind you that written comments will be accepted as a part of the testimony of this hearing. Your written comment may be either left with me this evening or it may be mailed to the Oregon Transportation Commission, State Highway Building, Salem, Oregon 97310.

I wish to thank you very much for being here this evening and I'd like to thank those who made testimony for doing that also.

We will officially close the meeting at 8:04 p.m.

Thank you.

UMATILLA COUNTY BOARD OF COMMISSIONERS

COMMISSIONERS
F. K. "Woody" Starrett
A. L. "Bud" Draper
Ford Robertson

STAFF
Michele Hallman
Legal Counsel
Bill Penney
Administrative Assistant
Marcia Wells
Office Manager

216 S.E. 4th P.O. Box 1427 Pendleton, Oregon 97801
Phone 503/276-7111

January 24, 1980

W.E. Schwarz
Region Engineer
Oregon State Highway Division
LaGrande, OR 97850

Dear Mr. Schwarz:

The Umatilla County Board of Commissioners has actively encouraged the replacement of the Riverside Bridge (Highway 11) for many years. This bottleneck over the Umatilla River has been and remains one of the most dangerous elements of the transportation network in this county. We object strongly to the fact that funding of this project was delayed from 1980 FY to 1983 FY, but are nevertheless relieved that the project is progressing. We look forward to the construction of a new bridge that can safely handle the heavy interstate, commuter, farm, and truck traffic experienced on Highway 11.

In our estimation, the plans to redesign the bridge approaches and preserve uninterrupted service during construction are both necessary and practical. The Umatilla River crossing at that point simply cannot be closed down while the bridge is replaced. Also the approaches will benefit by the anticipated improvements.

In short, we heartily endorse the proposed replacement project and will be waiting impatiently for its completion.

Sincerely,

Umatilla County Board of Commissioners

F. K. Starrett
~~A. L. Draper~~

Ford Robertson

cc: Cities of Adams, Athena, Helix, Weston, Milton-Freewater, Pendleton

ADAMS ATHENA ECHO HELIX PILOT ROCK STANFIELD UKIAH WESTON

Umatilla County, Oregon

Steve Randolph, *Planning Consultant for the Small Cities*

County Courthouse Office
P.O. Box 1427
Pendleton, Oregon 97801
503-276-7111,ext. 241

Ranch Office
Star Route, Box 850
Pendleton, Oregon 97801
503-276-9070

January 24, 1980

W.E. Schwarz
Region Engineer
Oregon State Highway Division
LaGrande, OR 97850

Dear Mr. Schwarz:

On behalf of the cities of Adams, Athena, Helix, and Weston, I would like to voice our support of the proposed replacement of the Highway 11-Riverside Bridge over the Umatilla River in Pendleton. Although these cities are somewhat distant from the project site, our residents utilize Highway 11 a great deal commuting to work, shopping, services and entertainment in Pendleton. Plus, the farms in our area are dependent on the access this highway provides.

The heavy truck traffic on Highway 11 and the narrow lanes of the old bridge simply do not mix well, and a perenially hazardous safety problem has developed. The proposal to replace the bridge with a new, wider and safer structure has been voiced for many years, and we are relieved something is finally being done about it. The proposed approach alterations will also be an improvement, with the more gradual curves and greater visibility. We also applaud the sensibility of designing and constructing the new bridge in such a way that the old bridge will not have to be closed until the day the new one is opened.

Thanks for the opportunity of commenting on this proposal. Good luck.

Sincerely,

Randolph

Steve Randolph
Planning Consultant for
Adams, Athena, Helix and Weston

SR:dw

cc: Cities of Adams, Athena, Helix, and Weston

Milton-Freewater, Oregon
Rt. 3, Box 62 97862
Janurary 22, 1980

Mr. W.E. Schwartz
Region Engineer
Oregon State Highway Division
211 Adams Ave.
La Grande, Ore. 97850

Dear Mr. Schwartz:

In regard to the project entitled "Umatilla River (Riverside Bridge) Oregon-Washington Highway 11" near and in Pendleton, I would be in favor of leaving the present bridge (with a one-way light system) for local traffic, with no trucks or campers allowed, then building the alternate proposal which could be the direct link to the end of the freeway (I-80) approach under the existing viaduct. By taking the heavy traffic load off the existing bridge, its most undesirable feature (the narrow width) would be very much lessened. It would not seem too much for local people to wait a minute, which would occur very seldom, since a great deal of the residential traffic would undoubtedly take the new, uncongested route.

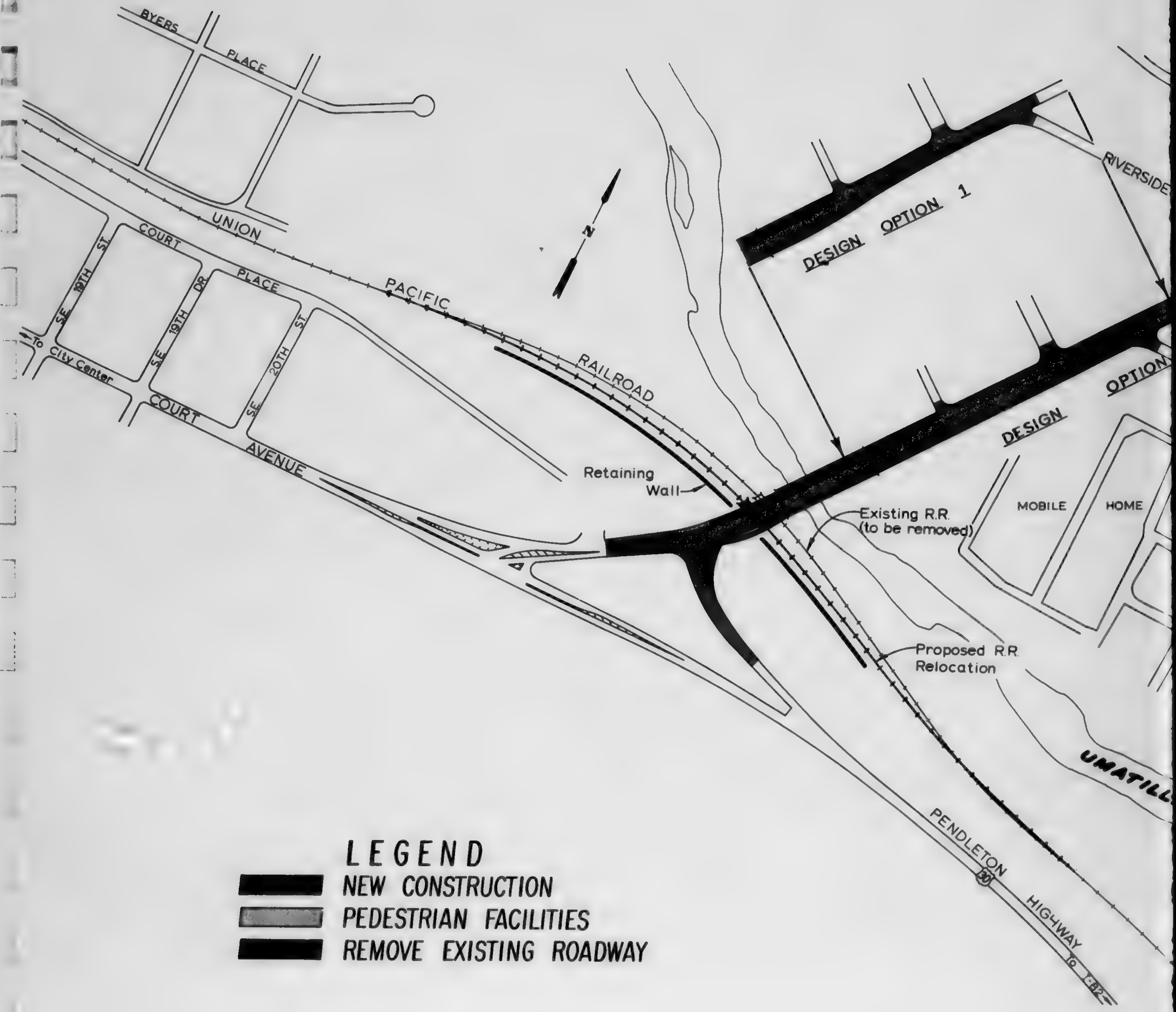
I think it is a mistake to put more money into an obsolete system. It would seem to me better to wait until funds become available for the larger project. In the meantime establishing one-way traffic over the existing bridge, and working to establish the earliest priority for the larger project would seem the more desirable plan.

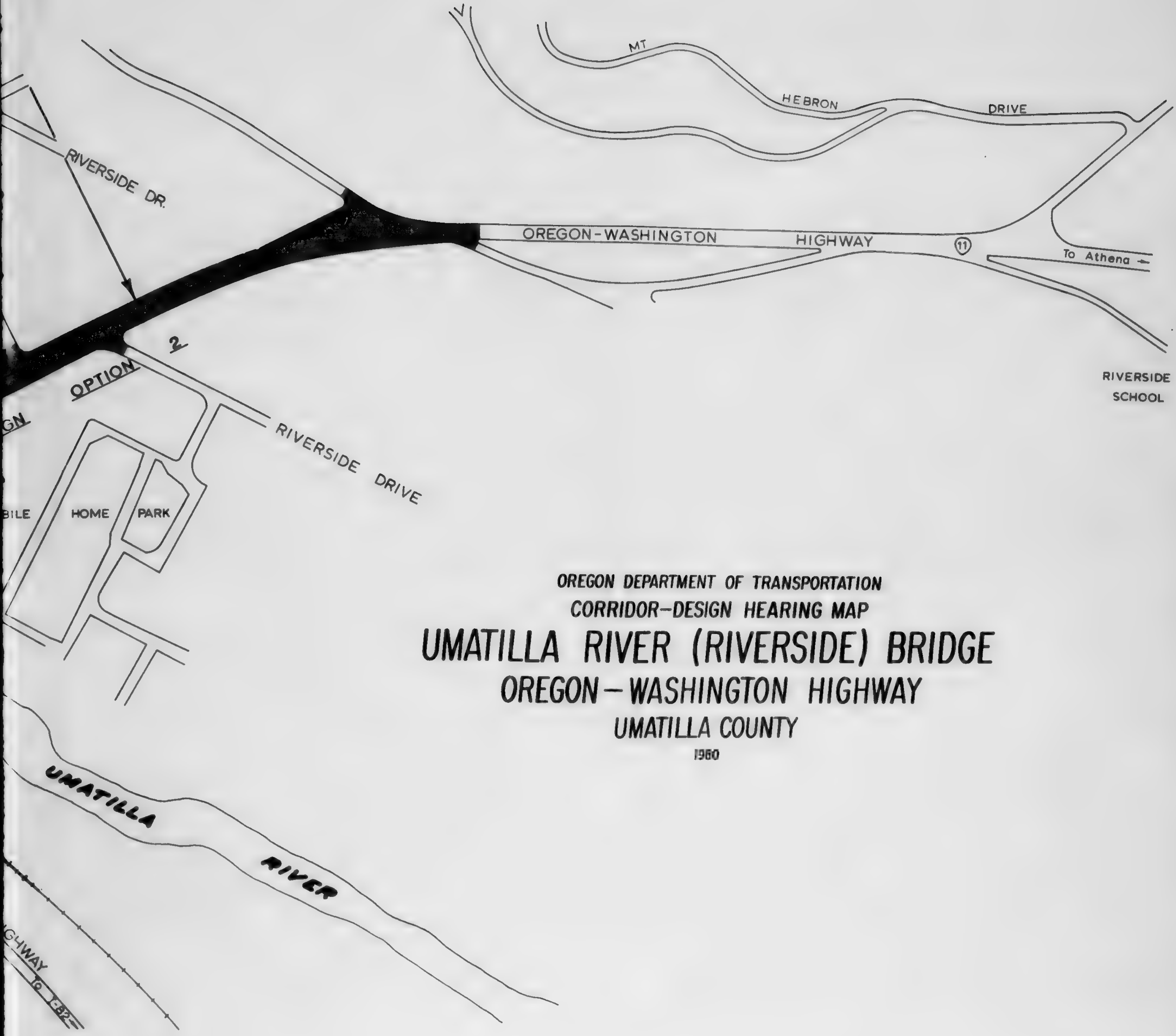
It is extremely difficult for all thru traffic from Milton-Freewater and beyond to connect to the freeway via the congested bridge and business streets. The hospital zone is especially bad for thru traffic and hospital users. I read that the hospital is expanding also which would increase the hazards.

I urge you to consider this solution now.

Yours respectfully,
Stanley Tucker
Stanley Tucker.

SUBMITTED AT HEARING BY DAVID McKENNA.


BYERS PLACE
UNION PACIFIC RAILROAD
COURT PLACE
SE 19TH ST.
SE 19TH DR.
SE 20TH ST.
To City Center
COURT AVENUE
N
Retaining Wall
DESIGN OPTION 1
RIVERSIDE
DESIGN OPTION
Existing R.R. (to be removed)
MOBILE HOME
Proposed R.R. Relocation
UMATILL
PENDLETON HIGHWAY
30
To I-82
LEGEND
NEW CONSTRUCTION
PEDESTRIAN FACILITIES
REMOVE EXISTING ROADWAY


MT
HEBRON
DRIVE
RIVERSIDE DR.
OREGON-WASHINGTON
HIGHWAY
11
To Athena
RIVERSIDE
SCHOOL
2
OPTION
GN
RIVERSIDE DRIVE
BILE
HOME
PARK
UMATILLA
RIVER
GHWAY
To I-82

OREGON DEPARTMENT OF TRANSPORTATION
CORRIDOR–DESIGN HEARING MAP

UMATILLA RIVER (RIVERSIDE) BRIDGE

OREGON – WASHINGTON HIGHWAY

UMATILLA COUNTY
1980

9275

1

Mr. John Wood
Bridge Maintenance Engr.

March 3, 1980

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

NOTED
E. S. HUNTER

Umatilla River Bridge, No. 4697
Oregon-Washington Highway, No. 8, MP 0.18
Load Restrictions

Copy.
Pmt 6
MAI 14-1-1
Umatilla

A routine rating of the deck system of this structure has shown a calculated capacity considerably less than that at which we would normally post a structure for reduced loads.

The members involved (stringers and floor beams) do not show signs of distress and have, in fact, been carrying legal and permit loads for over 50 years. The anticipated mode of failure for these members would be local yielding and permanent deformations, not total collapse of the bridge. The deformation would result in poor ride quality and should be readily seen by visual inspection.

Since this structure is scheduled for replacement within two years, we would recommend the following:

1. Post the bridge for legal loads only (80,000 lbs. maximum and no permit loads).
2. Initiate a monthly inspection by a qualified bridge inspector to detect any signs of distress in the floor system.

OMP:dh

cc E. S. Hunter
W. E. Schwartz
Jim Woll, Permits

RECEIVED
TECHNICAL SERVICES
MAR 4'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9875

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 28, 1980

FILE:

FROM: R. D. Hector
Region Construction Engineer

SUBJECT:

TO: Frank Terpin
Location Engineer

NOTED
E. S. HUNTER

S A L E M

During the formal hearing process for the Riverside Bridge Section, concern was expressed for pedestrian traffic. The proposed method to handle that traffic was briefly discussed. I feel that many who heard the discussion did not fully realize what the completed proposal would look like and how it would work.

In review of the detail map, we note that a potential hazard exists to pedestrians. The proposal would cross the highway at a point that has both horizontal and vertical curvature and through a left turn channelization.

It is recommended that consideration be given for relocation of the crossing. One possible solution would be adding a walkway on the north side of the roadway, across the bridge to Station 11+07. The extra width constructed would become a part of the roadway facility upon completion of a four lane section.

RDH/cb

cc: Ed Hunter
Hal Versteeg

RECEIVED
TECHNICAL SERVICES
JAN 29 '80
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

9875

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-19(4)

STATE ECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Diviaion Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80274

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-2-79

FEDERAL ROUTE NUMBER Primary 19

STATE ROUTE NUMBER Primary 8

GENERAL LOCATION:

Umatilla River (Riverside) Bridge Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

RECEIVED
STATE HWY ENGR
JUL 5 - '79
REFER TO
Moehring
FOR

Info	Inves	R/D	O/R	Sign	Act	File

9/5

REMARKS

As requested in Mr. Swan's letter of June 26, 1979, I approve the revised preliminary engineering costs to a TEC of $67,000 with Federal participation limited to $57,455. (Increase TEC $27,500 - Federal Funds $23,585.)

DATE 7-2-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9875

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-19(4)

STATE PROJECT NO. See below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80274

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-18-78

FEDERAL ROUTE NUMBER Primary 19

STATE ROUTE NUMBER Primary 8

GENERAL LOCATION:

"Umatilla River (Riverside) Bridge Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Including archeology salvage and railroad and utility preparatory work. TEC NTE $39,500 F.F. $33,870
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-18-78.

Swan
5-30

DATE 5-18-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-60) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9075 +

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation-Highway Division

PROJECT TITLE: Umatilla River (Riverside) Beidge

DATE: April 11, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
APR 14 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 5 Eng.
Dist. 12 Eng.
Aeronautics Div.
B. L. Gifford
D. E. Swan
G. W. Wimer

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

IAA

PROJECT MANAGEMENT
E ☐ CCE ☐
E ☐ FAE [✓ ☐] OM ☐
OFE ☐
APR 1[illegible] 1978
File: PM FA
LG GP

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
H.S. COULTER

PNRS #9

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________ Due Date: APR 27 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please coordinate the implementation of this project with this department's District Biologists in Pendleton. They are Jim Phelps (Fisheries) and Don Wilt (Wildlife). Their office phone number is Pendleton 276-2344.

Agency ______________ By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 4/15/78

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

MAR [illegible]
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7803 2 120 Due Date: APR 07 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency L By ma

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7803 126 Due Date: APR [illegible]7 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

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( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION SHOULD COORDINATE CULTURAL RESOURCE PROTECTION IN THIS UMATILLA RIVER BRIDGE PROJECT WITH THIS OFFICE.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David E. Talbot

9875

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 15, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project F-83(-)
PROJECT ASSESSMENT
Umatilla River (Riverside) Br
Oregon-Washington (Pendleton)
Umatilla County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr, Environmental Section, ODOT

We have reviewed the environmental assessment for the above project submitted with your letter of February 21, 1978.

We concur with your finding that replacement of the existing structure on the present alignment would generally constitute a Category 3, non-major action. However, this category may not be appropriate if the new structure is located on a different alignment which would have significant environmental impacts or would adversely affect wetland areas.

Project impacts should be identified during the location phase of the work and made part of the project development either by addendum to this assessment or other appropriate documents. Our final concurrence of the environmental assessment of this project will be withheld pending this action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G.K. Hosner
for G. L. Green

Attachment
Project Assessment

cc:
ODOT (Moehring, Proj Mgmt)
OSHD (Kennedy, Reg 5, Env)

Projected Level of Service N/A

(02) 9275

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 3, 1978

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon Association of Counties
116 South Main, Room 15
Pendleton, OR 97801

FROM D. E. Swan Gerald Wimer
For Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Umatilla River (Riverside) Bridge
Highway: Oregon-Wash. Hwy., OR. Rt. 11
County: Umatilla

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 4, 1978.

BLG:dmc

Attachment

cc:
G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 5: W. E. Schwartz
District 12: H. W. Oswald
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAR 3'78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem
		76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503
		49] PHONE [55 378
		56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Umatilla River (Riverside) Bridge	

11	12] PROJECT LOCATION—CITY Oregon-Wash. Hwy. OR. Rt. 11	PROJECT LOCATION—COUNTY Umatilla	PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Engineering, location and a study of environmental impacts for replacement of the

06 12] Umatilla River (Riverside) Bridge. Construction options include (1) constructing a new [71

07 12] bridge on the existing alignment and (2) moving bridge alignment a few feet upstream [71

08 12] or downstream from existing alignment. Construction may include alteration of a [71

09 12] portion of Union Pacific's facility. [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	430,000	--	70,000	--	--	500,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: March 3, 1978

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	April	4	1978

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent w... the city or county comprehensive plan, zoning and subdivision ordinance?	No ☐	Yes ☒
I. B. Is the proposal consistent with statewide land use goals?	No ☐	Yes ☒
I. C. Is the proposal consistent with state and regional plans?	No ☐	Yes ☒
II. Will the project have an impact on a neighboring jurisdiction?	No ☒	Yes ☐
If so, is the project consistent with the comprehensive plan for that jurisdiction?	No ☐	Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 3, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

F-83()

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 21, 1978

Section Umatilla River (Riverside) Bridge

Unit (if appl)

County Umatilla

City At Pendleton

Highway Oregon-Washington (Pendleton)

State Hwy. No. 11

Termini: M.P.(if appl) 0.25

Length

Region 5

Construction Estimate N/A
Program Amount

B. Purpose of Project:

To determine environmental impacts, location, and cost estimates associated with bridge replacement.

C. Origin & History of Project: Replacement of the Umatilla River Bridge was originally considered in some of the alternatives of the more extensive 10th Street-Riverside project in Pendleton. That project has been deferred until adequate funding becomes available. Bridge replacement is considered necessary, however, and independent of the 10th Street-Riverside project. This opinion has been expressed by local government and citizens at hearings in the Pendleton area. The existing 19'-4" roadway width structure constitutes a traffic bottleneck and safety hazard on a major highway. The project is in the Highway Division's Six Year Program "B."

D. General Description of Project:

Engineering, location and a study of environmental impacts. Construction options include (1) constructing a new bridge on the existing alignment and (2) moving bridge alignment a few feet upstream or downstream from existing alignment. Construction may include alteration of a portion of Union Pacific's facility.

Alignment: New ____ Existing ____ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 7,200 ; Projected ADT ____ ; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT N/A ; Yr. N/A

Projected Level of Service N/A

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels undetermined

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Near-by commercial sources.

Type of Structure(s):

Two-lane pre-stressed concrete bridge; sidewalk/bike path on one side.

Brief Description of River or Stream and Type of Involvement, if any:

Project involves spanning the Umatilla River. The river is a flashy stream, rising in the Blue Mountains about 35 miles northeast of Pendleton. Greatest runoff generally occurs in April. The river is lowest in August. The extent of in-channel work is presently unknown. A 404 permit may be required.

Local City, County or COG priorities of project:

The proposed project appears on the Highway Division's Six Year Program "B." It is top priority with local government - including Umatilla County, City of Pendleton and the East Central Association of Counties. Transcripts of testimony are available among Region 5 records.

FHWA and/or OSHD approvals given, if any:

Highway Division Six Year Program "B." FHWA approval is pending.

Location or Design Alternatives (identify and describe):

(1) Construct new bridge on existing alignment.
(2) Shift proposed structure a few feet upstream from existing bridge.
(3) Shift proposed structure a few feet downstream from existing bridge.

Other Descriptive Information or Comments:

Preliminary engineering has been scheduled for completion June 1, 1978.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located on a narrow flood plain just outside (northeast) the Pendleton city limits. The project is within the urban fringe - an area in transition from rural to urban land use. Much of the native riverine vegetation has been displaced by residential, commercial and light industrial development. Cottonwood and Willow grow on the small gravel bars which parallel the banks of the Umatilla River. These bars become islands in brief periods of high water. The flood plain is bounded by steep, basalt-ribbed hillsides. Hillside vegetation primarily consists of sage (Artemisia Tridentada) and grass assocations.

The proposed bridge would span the Umatilla River at or contiguous to the present bridge crossing. Wetlands in this vicinity consist of a gravel bar (classified as an upper perennial riverine gravel bar) of approximately 0.8 acre, all stream bottom less than 2 meters in depth, and a very small (insignificant) portion of flood plain (classified as an intermittently flooded scrub/shrub palustrine wetland). Alignment alternatives would not have a significant impact on wildlife habitat.

The Umatilla River supports a variety of fish, including rainbow trout and steelhead. Bridge construction would conform to Department of Fish and Wildlife recommendations.

2. Cultural:

The project's impact on the cultural environment would probably be more significant than impacts associated with the physical environment. The existing bridge's northwest quadrant is zoned for light industry. Prairie Market, a large discount chain, is located a short distance from the bridge. Moving bridge alignment westward may require a slight encroachment on the market's parking lot and perhaps a more significant impact on a near-by greenhouse (commercial). The bridge's northeast quadrant is zoned for residential land use. A large parcel, contiguous to the bridge approach, is a mobile home park. Moving bridge location eastward may require a small easement from the mobile home park. A narrow railroad underpass is on the bridge's south approach. This would be affected by proposed construction. A portion of the railroad may have to be relocated southward. The area affected includes commercial property (southwest quadrant) and light industrial (southeast quadrant). The significance of these impacts can not be fully determined until location studies have been completed.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   Not fully known. Land affected by the project could include property zoned residential, commercial, and/or light industrial.

2. Estimated Impact on Traffic Patterns:

   Project would alleviate present bottleneck and enhance safety.

   Consequences--Air Quality, Noise, Safety, etc.:

   Additional truck traffic could have minor effect on air quality and noise levels. Safety would be enhanced.

3. Estimated Impact on Land Use:

   Right-of-way requirements would be minimal for bridge replacement.

   Consequences:

   None, since additional right-of-way requirements would be small.

4. Expected Impact on Natural Ecological Resources:

   Negative impact on 0.8 acre gravel bar--wetland extending downstream of existing bridge is expected.

   Consequences:

   N/A

5. Expected Impact on Cultural and Scenic Resources:

   No adverse impact on scenic resources. A cultural resource survey may be required.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Gravel bar extending downstream from existing bridge should be investigated. See attached map.

7. Potential for Controversial Issues:

No hard controversial issues have been identified. Area citizens have expressed an almost urgent need for bridge replacement. The reaction of the UPRR to the proposed project, which may require alteration of the facility is unknown.

8. Potential for Consistency of Proposal With:

The proposed project is consistent with transportation and comprehensive land-use plans. Conflict with noise and air standards are not likely. Water quality standards would be maintained.

a. Clean Air Implementation Plans

b. Noise Standards

A noise study report will be prepared.

c. Water Quality Standards

Project should have only temporary effect on stream turbidity so standards would be met.

d. Area Land Use and Transportation Plans, and Zoning

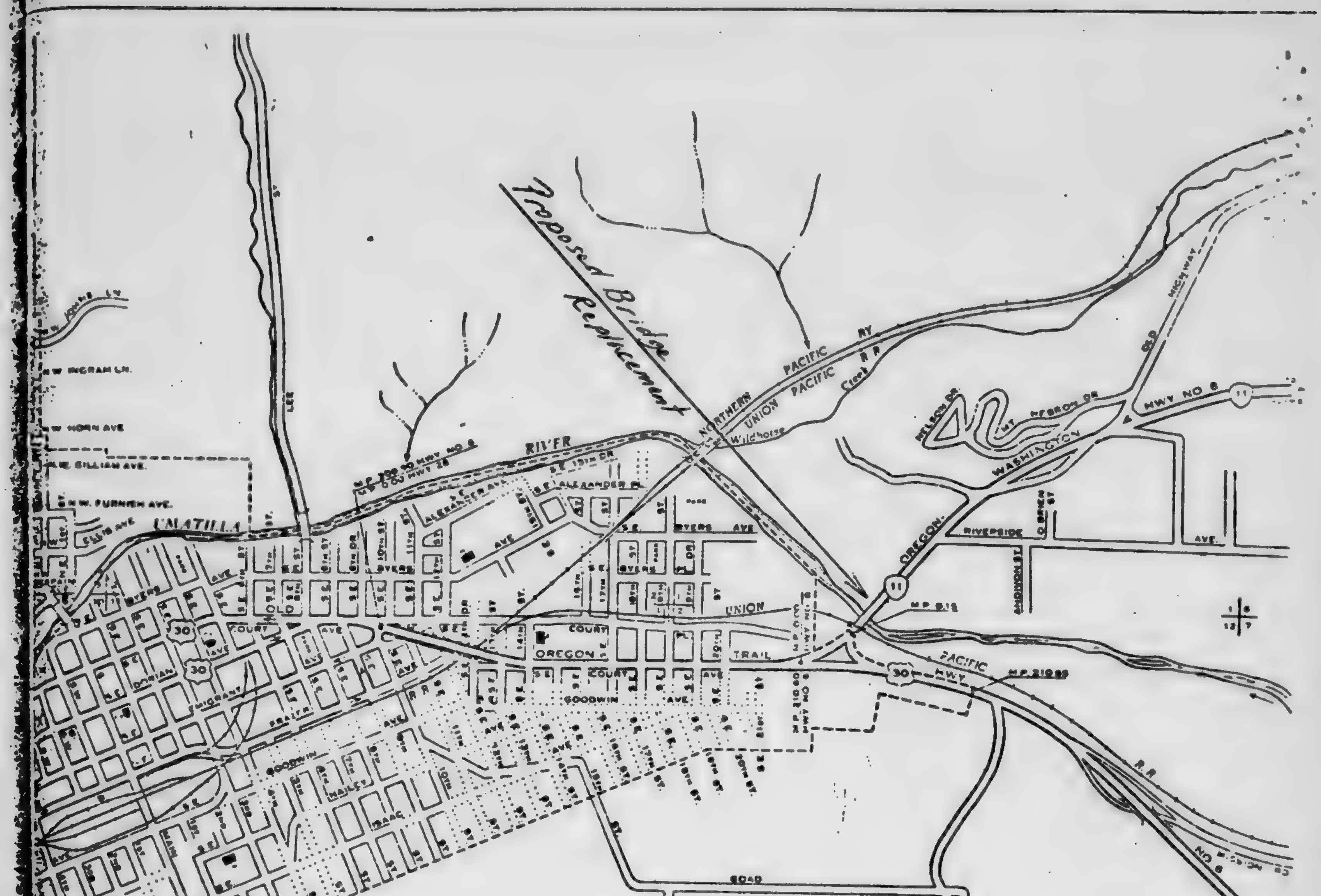
Consistent

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Replacement of the bridge in situ is limited in scale. A non-major designation is appropriate. If upstream or downstream are identified during project development. The project will be reclassified to 3, Major, Non-Significant.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


Proposed Bridge Replacement
UMATILLA RIVER
NORTHERN PACIFIC RY
UNION PACIFIC RR
Wildhorse Creek
OREGON-WASHINGTON HWY NO 8
OLD HIGHWAY
NELSON DR
MT HEBRON DR
RIVERSIDE AVE
UNION PACIFIC HWY
OREGON TRAIL
M.P. 0.15
M.P. 210.95
COURT AVE
BYERS AVE
GOODWIN AVE
ALEXANDER PL
DORION AVE
EMIGRANT AVE
MAILEY AVE
ISAAC AVE
N.W. INGRAM LN.
N.W. HORN AVE
N.W. GILLIAM AVE
N.W. FURNISH AVE
ROAD
RD
R.R.
11
30
SIGNED ROUTES
INTERSTATE
US
ORE
LEGEND
Post Office
Public Bldg
City Hall
Court House
Armory
Library
School
R R Depot
Street open for travel
Street delineated but not open
City Limits
SHEET ARRANGEMENT

PENDLETON

UMATILLA COUNTY, OREGON

[illegible]
OREGON STATE HIGHWAY DEPARTMENT

[illegible]
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 14,253

Scale in Feet

Revised September 1964

7-77

NOISE STUDY REPORT

Umatilla River (Riverside) Bridge
Oregon-Washington Highway
Umatilla County

Prepared by

Oregon Department of Transportation
Technical Services Branch
Gerald Morrison, Environmental Engineer

July 1979

Umatilla River (Riverside) Bridge
Oregon-Washington Highway
Umatilla County

I. Description of Project

The proposed project is situated on the northeastern city limits of Pendleton where Oregon Highway 11 crosses the Umatilla River (figure 1).

It begins at the intersection of Highway 11 and U.S. Highway 30 and extends north of Riverside Drive to an existing three-lane road section.

The project will replace a narrow, deteriorating bridge with a two-span two-lane structure, having a 32-foot roadway and an eight-foot wide sidewalk. The proposed alternative provides for a four-lane facility at a future date. Plans also call for reconstruction of a railroad undercrossing that is wide enough to provide for a future four-lane section.

Uncontrolled access along the project classifies this as a Type 1-B project, according to FHPM 7-7-3.

II. Detailed Noise Analysis

A. Activities or Land Uses Adjacent to Project

Land use adjacent to the project is commercial and residential (see figure 2). Residential development in particular has experienced rapid growth in the surrounding area. This rapid development has resulted in increased traffic on the existing bridge.

B. Traffic Noise Analysis and Impacts

Highway 11 provides the major link between Northeastern Oregon and the Walla Walla, Washington area. The traffic volumes used in the noise prediction analysis are shown in Table 1. Although traffic volumes are identical for the build and no-build alternatives, the no-build alternative results in slower vehicular speeds.

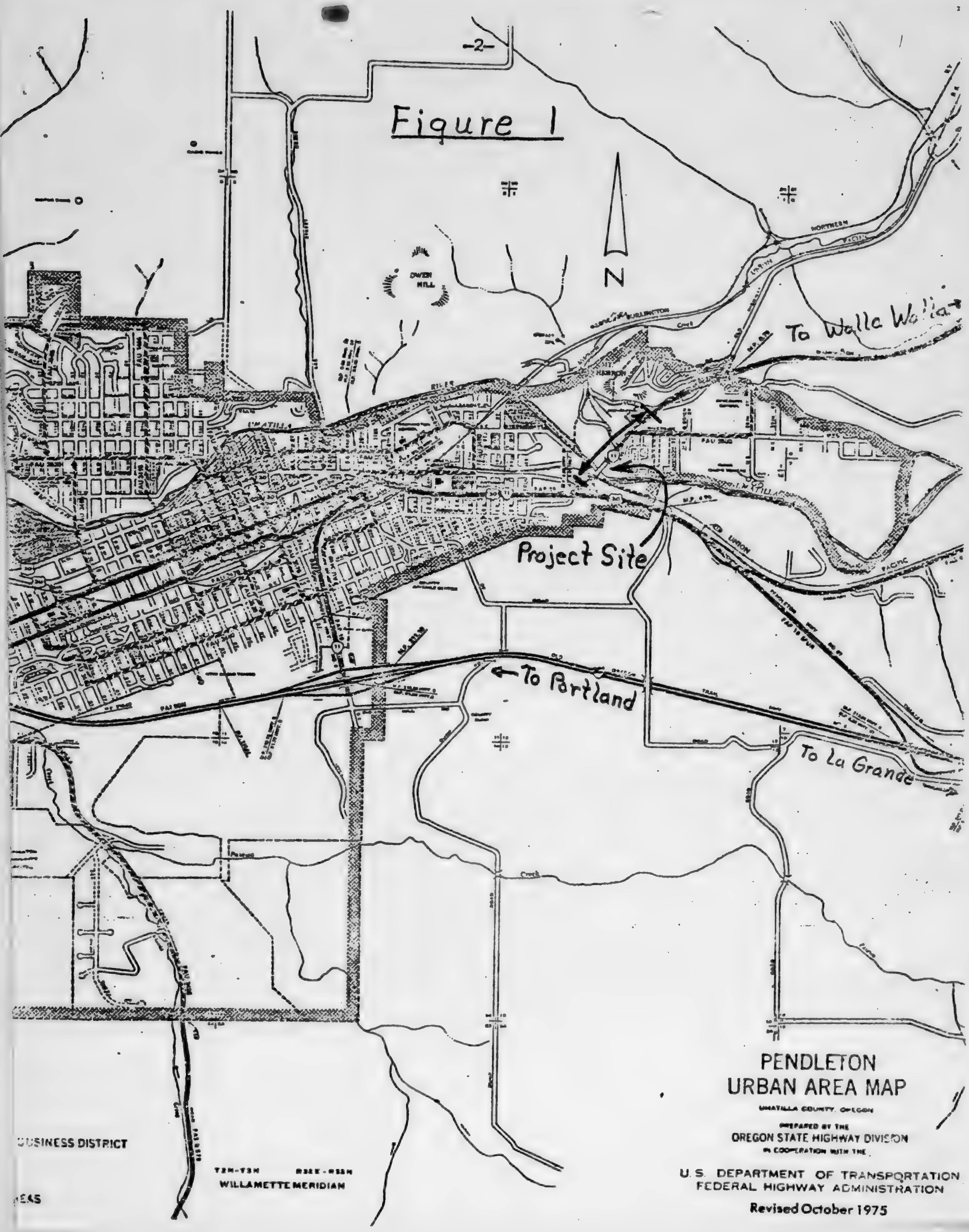
The FHWA Highway Traffic Noise Prediction Model was used to predict noise levels at 50 feet from the road centerline. The prediction method utilizes vehicular volumes, truck volumes, vehicular speeds and topography. Peak hour and peak truck hour traffic conditions were studied for 1978 and 1995 (see table 2). Higher noise levels are reflected in Section 2 as a result of higher traffic speeds.

The projected 1995 noise levels at Section 2 for both the build and no-build alternatives exceed the 67 dBA design level (this level is given in FHPM 7-7-3 as maximum level for residences, schools, churches, and other activities lested in Category "B," exhibit 1).

C. Traffic Noise Impacts

Four single family homes will be impacted by the build alternative north of Riverside Drive. These receptors are the four most northern residences shown on figure 2. The projected 1995 noise levels indicate areas adjacent to the project will be impacted up to seventy feet from the road centerline

Figure 1


-2-
N
OWEN HILL
To Walla Walla
NORTHERN PACIFIC
BURLINGTON
UMATILLA
Project Site
UNION PACIFIC
To Portland
To La Grande
PENDLETON
URBAN AREA MAP
UMATILLA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised October 1975
USINESS DISTRICT
WILLAMETTE MERIDIAN

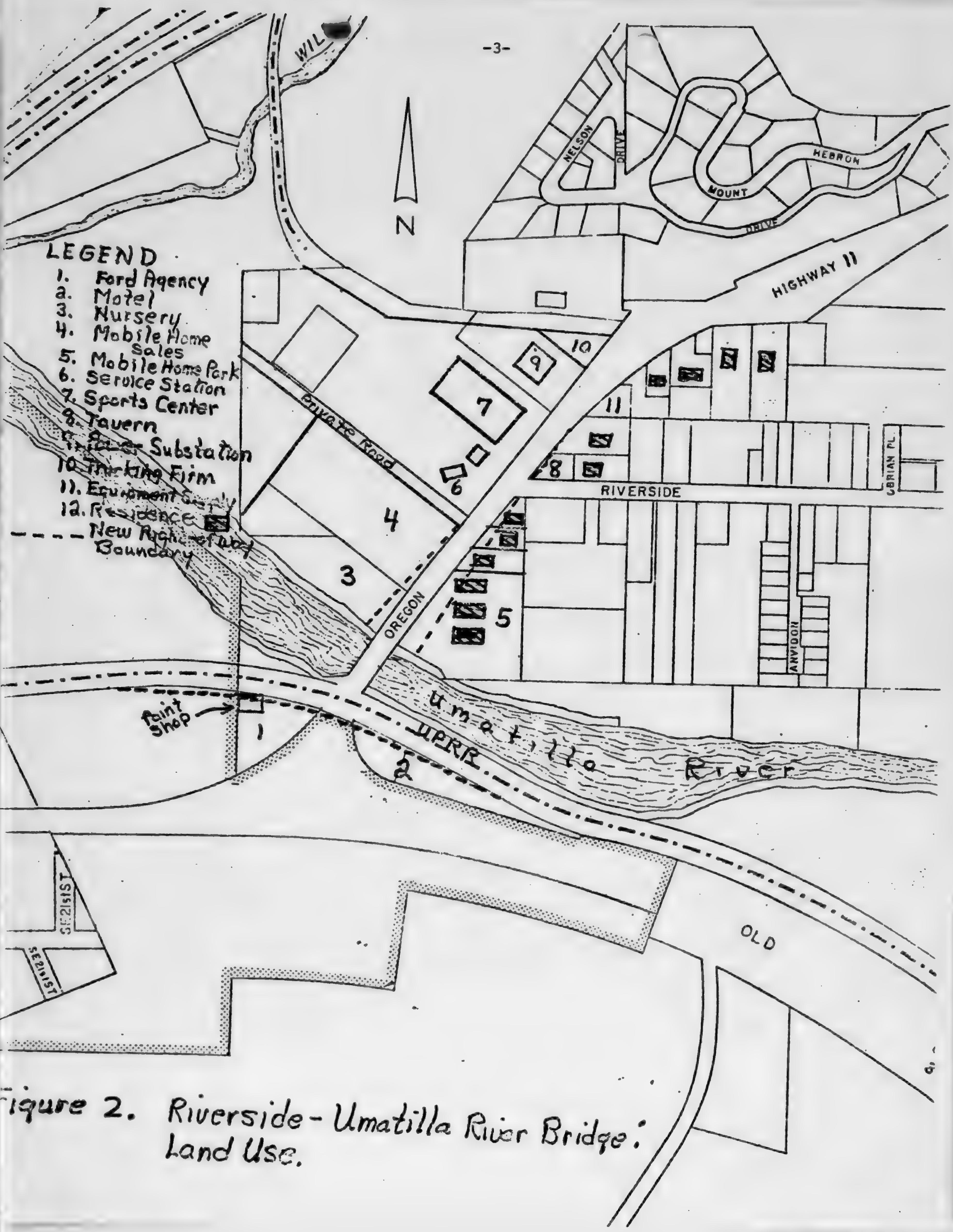

N
LEGEND
1. Ford Agency
2. Motel
3. Nursery
4. Mobile Home Sales
5. Mobile Home Park
6. Service Station
7. Sports Center
8. Tavern
9. Power Substation
10. Trucking Firm
11. Equipment Supply
12. Residence
New Right-of-Way Boundary
WIL
NELSON
DRIVE
MOUNT
HEBRON
DRIVE
HIGHWAY 11
Private Road
RIVERSIDE
OBRIAN PL.
OREGON
ANVIDON
Paint Shop
UPRR
Umatilla River
OLD
SE 21st ST
SE 21st ST
1
2
3
4
5
6
7
8
9
10
11

Figure 2. Riverside-Umatilla River Bridge: Land Use.

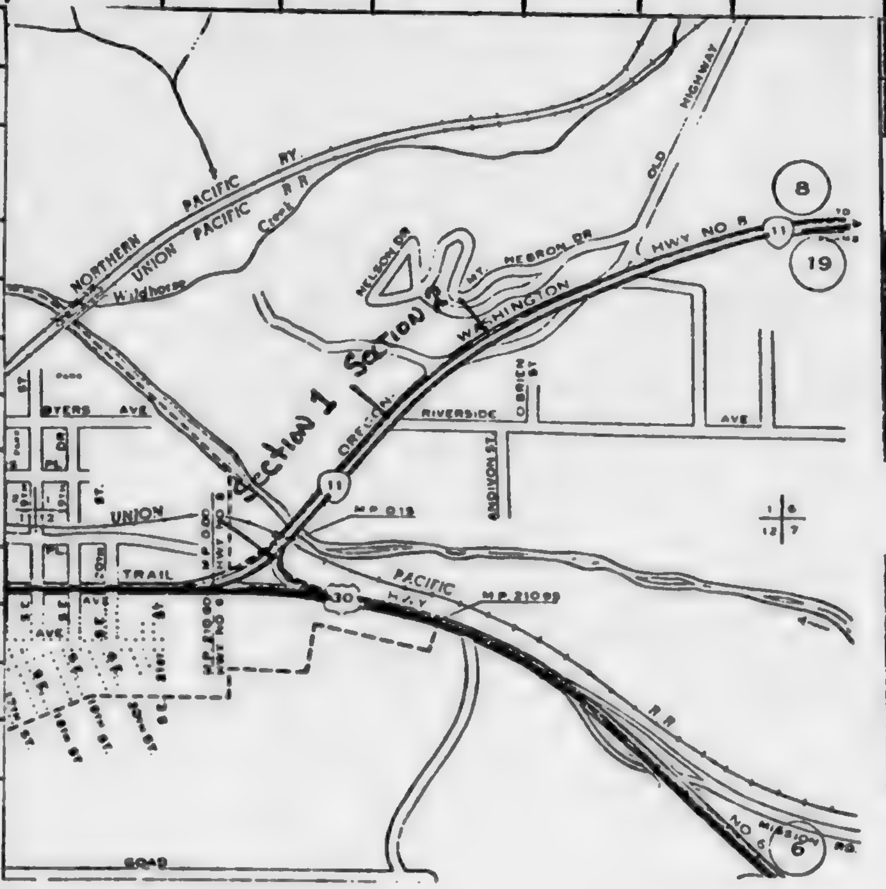
Date:
Analyst: MKS
Ckd By:
7/27/7

Table 1

Project Riverside Drive-Umatilla Br Location Pendleton

Alternative 1978 Exsisting 1995 Build & No Build

CTION	YEAR	DIST.	Average Day Vol.	Average Day T LT	Average Day T Hy	Average Day SP	Peak Hour Vol.	Peak Hour T LT	Peak Hour T Hwy	Peak Hour SP	Average Hour (of Peak 3 Hrs.) Vol.	Average Hour (of Peak 3 Hrs.) T	Average Hour (of Peak 3 Hrs.) SP	PTH Vol.	PTH T LT	PTH T Hwy
Section 1 US 30 To Riverside	1978	Exist	7400	205	175	27	765	27	18	23				390	30	20
	1985	Build	8400	235	195	30	870	30	20	30				440	35	20
	1995	No Bld	9800	240	220	25	1010	35	25	15				520	40	25
	1995	Build	9800	240	220	30	1010	35	25	27				520	40	25
Section 2 Riverside End of Project	1978	Exist	5800	210	165	45	600	21	14	45				300	23	14
	1985	Build	6500	245	185	45	670	24	15	45				340	27	15
	1995	No Bld	7600	290	210	40	790	27	18	40				400	30	20
	1995	Build	7600	290	210	45	790	27	18	45				400	30	20


NORTHERN PACIFIC RY.
UNION PACIFIC R.R.
Holdhorse Creek
OLD HIGHWAY
NELSON RD
MT. HEBRON RD
HWY NO 8
WASHINGTON
Section 2
Section 1
OREGON
RIVERSIDE AVE
BYERS AVE
UNION
TRAIL
PACIFIC HWY
M.P. 210.99
M.P. 019
R.R.
MISSION RD.
NO 6
ROAD
8
11
19
30
6

Abbreviations: PTH = Peak Truck Hour; Vol. = Traffic Volume (veh/day or veh/hr-two way)
T = Truck Volume (trucks/day or trucks/hr-two way)

TABLE 2

Predicted Peak Hour & Peak Truck Hour L_{eq} dBA Noise Levels @ 50'

Section		Peak Hour	Peak Truck Hour
	Existing	63	64
1	No-Build (1995)	61	64
	Build (1995)	66	66
	Existing	68	67
2	No-Build (1995)	68	68
	Build (1995)	69	68

EXHIBIT #1

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	Design Noise Levels - dBA 2/ $L_{eq}(h)$	Design Noise Levels - dBA 2/ $L_{10}(h)$	Description of Activity Category
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ See Paragraph 8 for method of application.

2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.

3/ Parks in Categories A and B include all such lands (public or private which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.

4/ See Paragraphs 8a, d, and e for method of application.

of Highway 11. No noise impacts occur from Riverside Drive south to the junction with Highway U.S. 30. The small shift of roadway alignment does not significantly effect traffic noise levels in the area.

D. Evaluation of Noise Abatement Measures

A possible means of mitigating traffic generated noise levels can be accomplished by sound barriers, such as suitable walls or earthen berms. Sound reducing barriers, however, should be long enough or situated so as to prevent the flanking of noise around the ends of barriers. Barriers must also be continuous without breaks or holes to be effective. The four residences that have been identified as impacted require direct access to the highway. Design of effective sound barriers is not feasible without eliminating their access to the street. Requirements for direct access precludes the mitigation of noise impacts with sound barriers, therefore, no mitigation is proposed.

Other noise mitigating methods, such as possible prohibition of truck use, vehicle time use restrictions, and modified speed limits, were investigated as to feasibility and effectiveness. Since this project involves primary Oregon Highway 11 which provides the major link between Northeastern Oregon and the Walla Walla, Washington area, use of traffic control measures would adversely impact both the flow of commerce and the convenience of the motoring public. Therefore, this type of mitigation will not be implemented.

III. Construction Noise Analysis

Areas adjacent to the project will also be exposed to additional noise levels during construction. These noise levels will come from the construction equipment used. Table 3 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during construction.

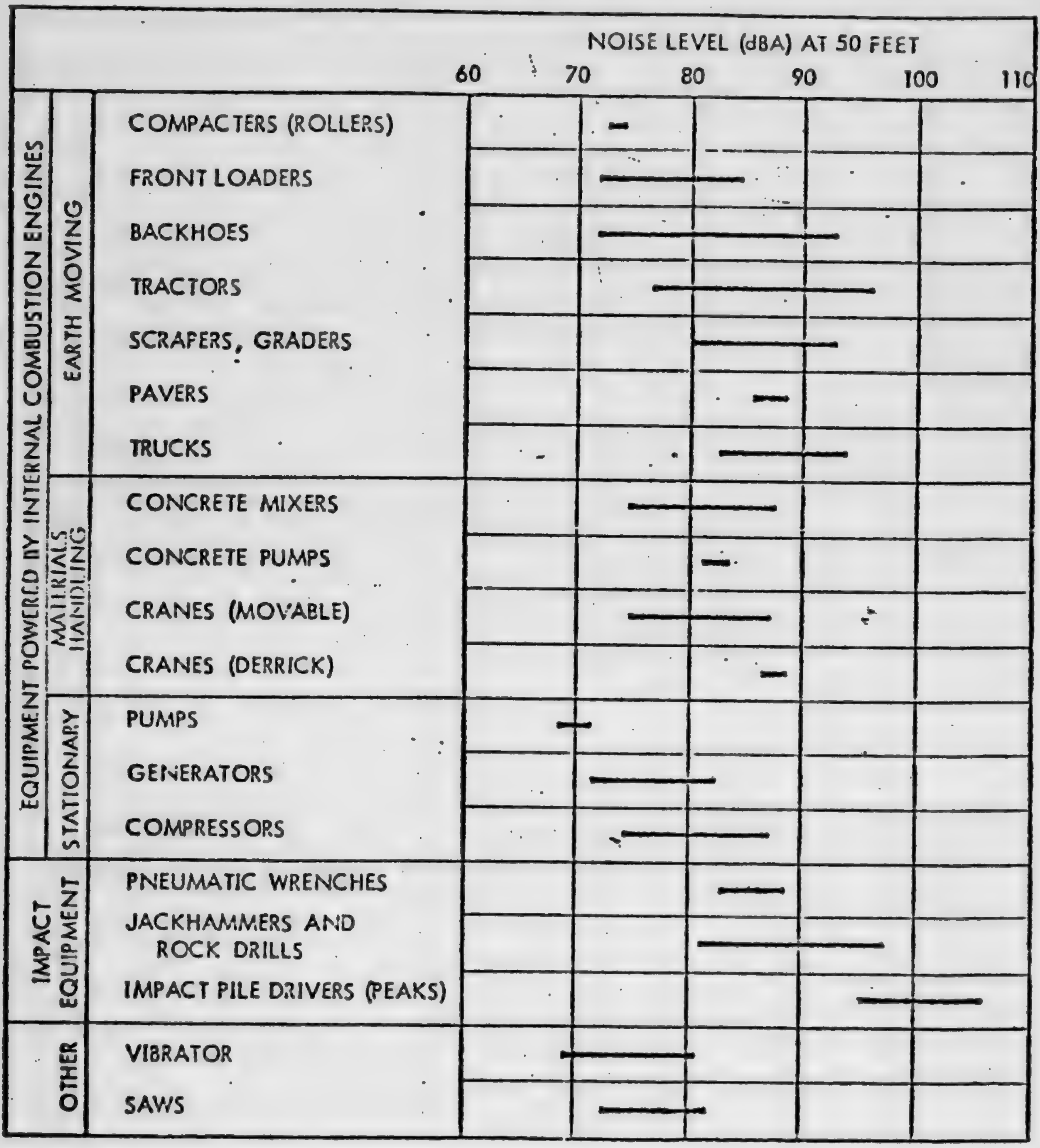
One means of mitigating construction noise could be by prohibiting construction work on Sundays, legal holidays, and on other days between the hours of 10:00 p.m. and 6:00 a.m. In this manner, construction noise would not protrude into the quieter night time period. This requirement will be included in the construction specifications. Exceptions to this requirement may be approved by the project engineer. In addition, more restrictive time constraints will also be implemented on this project if pile driving operations are included in the bridge construction.

IV. Local Coordination and Notification

Coordination with local officials is occurring through the preparation of the draft negative declaration. The general public was informed through a public hearing and the Citizens Advisory Committee.

Predicted traffic noise levels are in conflict with the FHWA design noise levels for land use activity category B for the section of roadway north of Riverside Drive up to 70 feet from road centerline. It is urged that the City remain cognizant of this potential noise conflict along Highway 11 and that land use plans, zoning and/or building code requirements be made compatible with the noise environment.

TABLE 3
Construction Equipment Noise Ranges



STATE OF OREGON **INTEROFFICE MEMO**

TO: Steve Macnab
Specifications Engineer

DATE: May 25, 1984 DES 23
4697A

ORIGINAL SIGNED
K. A. KAMADOLI

FROM: Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: Footpath and Bicycle Trail Quantities for
Umatilla River (Riverside Drive) Bridge
Riverside Drive-Umatilla River Section
Oregon-Washington Highway
Umatilla County
BR 4697A

The following items are chargeable to footpaths and bicycle trails on the subject project:

ITEM	UNIT	QUANTITY			
Class 3300 Structural Concrete	CU.YD.	90	@ 235 –	=	$ 21,150 –
Class 4500 Structural Concrete	CU.YD.	83	@ 250 –	=	20,750 –
Metal Reinforcement	LBS.	15,482	@ 0.50	=	7,741 –
Epoxy-Coated Reinforcement	LBS.	7,550	@ 0.70	=	5,285 –
Prestressed Beams	EACH	4	@ 13,500	=	54,000 –
Combination Traffic-Ped. Rail	LIN.FT.	62	@ 45.00	=	2,790 –
R/C End Panels	SQ.YD.	70	@ 57.00	=	3,990 –

Str 115,706
Roadway + 24,000 –
$ 139,706 –

	Roadway	S/W
Width:	87.17'	16.00
Length:	242.00	282.00

HOW:KAK:jrb

cc: John Grassman, Bicycle Engineer
✓ Cliff Laux, Program Section
Bruce Walton, Construction

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 25 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Steve Macnab
Specifications Engineer

DATE: February 16, 1984 DES 23
4697A

ORIGINAL SIGNED
K. A. KAMADOLI

FROM: Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: Footpath and Bicycle Trail Quantities for
Umatilla River (Riverside Drive) Bridge
Umatilla River (Riverside) Bridge and
UPRR Undercrossing Section
Oregon-Washington Highway
Umatilla County
BR 4697A

The following items are chargeable to footpaths and bicycle trails on the subject project:

ITEM	UNIT	QUANTITY
Class 3300 Structural Concrete	CU.YD.	42
Class 4500 Structural Concrete	CU.YD.	53
Metal Reinforcement	LBS.	11,500
Epoxy-Coated Reinforcement	LBS.	5,825
Prestressed Beams	EACH	3.3
Pedestrian Rail	LIN.FT.	300
R/C End Panels	SQ.YD.	38

Width	51.29	8.5
Length	260.00	300.0

HOW:jrb

cc: John Grassman
Duane Ridings
Bob Church

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

81-125-1367

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

6-26-84

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 11, Umatilla River (Pendleton) 65	ADT	PRESENT 7,800	FUTURE - - - (66) (70)	YEAR - - (71) (72)	REGION 10	STATE NAME Oregon

STATE CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 G - P - & Structures 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 FF R-BRF- 28	NUMBER 7 19

SEQ. NO.
(7)

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement	COUNTY NAME Umatilla	CODE 059 (14) (16)
	NAME OF URBAN AREA 17-31 Pendleton	ROUTE NO. P	FEDERAL-AID 19 (32) STATE 8 (36) (37) U.S. (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (R.R.)
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**		"Umatilla River (Riverside) Bridge & UPRR O'xing Sec."					
5					**CONST** (CODE) I000 X631 X081	(09)	A95 118	0.26 0.22	350,000 2,727,000 65,000	(95%) 332,500 (80%) 2,181,600 - - -	17,500 545,400 - - -	 65,000

CARD 1	CODE 1	PREPARED BY CL:me	PROJECT TOTALS	0.48	3,142,000 (10) (23)	2,514,100 (24) (33)	562,900	65,000
1	14	PROGRAM APPROVAL DATES 5-1-78					REMARKS	

Utili
Adjus

ROW -
Acces
Parti
Parki
Parti

Additional Data: Item 80274
Project F-19(4) & F

(Over)

Key #00057

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

6-26-84

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 11, Umatilla River (Pendleton)		7,800	- - -	- -	10	Oregon	41	A95 118	80274

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
& Structures								FF R-BRF-	19	(7)		

L FUNDS	Bridge Replacement	COUNTY NAME	Umatilla	CODE 059
AREA	Pendleton	ROUTE NO. P	FEDERAL-AID 19	STATE 8	U.S.

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (R.R.)	CHARACTER OF PROPOSED WORK (Full description)
PE								Utility and R.R. Adjustments required
ROW		"Umatilla River (Riverside) Bridge & UPRR O'xing Sec."						ROW - 120' normal Access Control - Partial Parking Restrictions - Partial
CONST (CODE) I000 X631 X081	(09)	A95 118	0.26 0.22	350,000 2,727,000 65,000	(95%) 332,500 (80%) 2,181,600 - - -	17,500 545,400 - - -	65,000	
ARED BY CL:me		PROJECT TOTALS	0.48	3,142,000	2,514,100	562,900	65,000	

RAM APPROVAL DATES

5-1-78

REMARKS

Additional Data: Item 80274
Project F-19(4) & F-10(5)

(Over)

0057

USCOMM DUSCOMM-DC 46905-P61

Umatilla River (Riverside) Bridge & UPRR O'xing Section

Project Data: Work consists of the following:

1) Remove existing railroad O'xing and construct new railroad crossing structure and grade on revised alignment.

2) Construct new prestressed concrete bridge 242 feet in length with 68' roadway and remove existing structure.

3) Construct approach roadways which work consists of grade, drain, high type pave and incidental work common to this type of project. Adjustment of utilities and railroad facility required including railroad protective service.

SR 3.

Data For PR-37:

Roadway	I000 ----------	$ 1,342,000
RR Structure	X631 ----------	750,000
	X081 ----------	1,050,000

Note:

1) This project is in Congressional District No. 2.

2) Included in the 6 YR. HIP on page 41 index 367.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: June 27, 1984

FROM: Rod Henry
Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening July 26, 1984

Federal-aid Project No. BRF-F-19(7) Highway No. 8

Federal-aid Project Name Umatilla R. (Riverside) Br. & UPRR U'Xing

County Umatilla

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

[ ] No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

[x] Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[x] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RH: jr

cc: J. H. Versteeg
Joe Gaither
Don Aman

Section Umatilla River (R[illegible]ersid.) Br & UPRR Xing Programming Estimate $ 3,400,000
Highway Oregon-Washington Pro[illegible]t Length 0.4 mi
County Umatilla Completion Time 625 C.D.
Kind of Work Gr. Pave. Str. Sign & Illum. Est. Comp. Date 5-2-86
Prefix 30-1948-921 Letting Date July 26, 1984 Project No. FF R-BRF-19(7)

Received 10:25 AM
7-2-84 e.h.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 3,045,969.50
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs	98,000	
Other Railroad Costs	91,000	
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 190,800.00
Asphalt Cement Adjustment.		
On the Job Trainees ($0.80 x 1000 hrs.)	800	
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Repair Irrigation System & Seed Disturbed Lawn Areas . . .	1000	
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
Subtotal		$ 3,236,769.50
Contingencies (4-1/2%)		145,654.63
Engineering (8, ~~9-10%~~)		258,941.56
Subtotal		$ 3,641,365.69
Credit for { City of Pendleton contribution for water main construction		− 7500.00
Credit for { Railroad contribution		− 65,000.00
Estimated Net Authorization, Construction		$ 3,568,865.69

APPROVED

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section: Umatilla River (Riverside) Br. & U.P.R.R. Uxing

County: Umatilla

Sheet 1 of

Kind of Work: Grading, Paving, Structures and Signing

Length: 0.4

Date:

Name: BLACHLY

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT.					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING					
	Mobilization		LUMP SUM	All	LUMP SUM	270,000-
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	14,050-
	Temporary Signs		Sq. Ft	410	6-	2,460-
	Temporary Barricades		Each	12	70-	840-
	Temporary Guard Rail, Type 2A		Lin Ft	575	7-	4,025-
	Temporary Concrete Barrier		Lin Ft	450	16-	7,200-
	Moving Temporary Concrete Barrier		Lin Ft	25	3-	75-
	Temporary Plastic Safety Markers		Each	35	50-	1,750-
	Flaggers		Hour	2000	17-	34,000-
	ROADWORK					
2	Clearing and Grubbing		LUMP SUM	All	LUMP SUM	6,500-
2	Removal of Structures and Obstructions		LUMP SUM	All	LUMP SUM	5,000-
2	Ditch Excavation		Cu Yd	57	9-	513-
2	General Excavation		Cu Yd	35,226	$3^{\underline{50}}$	123,291-
2	Toe Trench Excavation		Cu Yd	1242	10-	12,420-
2	Trench Excavation		Cu Yd	2160	12-	25,920-
2	Finishing Roadbed and Slopes		LUMP SUM	All	LUMP SUM	4,000-
2	Watering		M. Gal	100	10-	1,000-
4	Aggregate Base		Ton	729	8-	5,832-
4	Railroad Sub-ballast		Cu Yd	1536	7-	10,752-

734-1736 (8-81)

OREGON STATE

SUMMARY--BID SCHEDULE--COST ESTIMATE

HIGHWAY DIVISION

Section Umatilla River (Riverside) Br. & U.P.R.R. Xxing	County	Sheet 2 of	
Kind of Work	Length	Date	Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Treated Base Mixture		Ton	13,400	10-	134,000-
	Cement in Treated Base Mixture		Ton	737	89-	65,593-
	Class "C" Asphalt Concrete Mixture		Ton	5851 ~~5578~~	18-	105,318-
	Asphalt Cement in Mixture		Ton	351 ~~335~~	190-	66,690-
	Hydrated Lime in Mixture		Ton	70 ~~67~~	250-	17,500-
	12-inch Culvert Pipe		LinFt	52	18-	936-
	12-inch Storm Sewer Pipe		LinFt	1101	17 50	19,267 50
	15-inch Storm Sewer Pipe		LinFt	110	17-	1,870-
	18-inch Storm Sewer Pipe		LinFt	2196	21-	46,116-
	24-inch Storm Sewer Pipe		LinFt	224	23-	5,152-
	Extra for Pipe Under Pavement		LinFt	45 ~~30~~	10-	450- ~~300~~
	Installing Pipe Under R.R.		LinFt	127	35-	4,445-
	Concrete Manholes		Each	7	1500-	10,500-
	Concrete Inlets, Type CG-2		Each	18 ~~12~~	350-	6300- ~~4,200~~
	~~Concrete Inlets, Type G-2~~		~~Each~~	~~1~~	~~400-~~	~~400-~~
	Concrete Inlets, Type G-2MA		Each	1 ~~5~~	550-	550 ~~2,750-~~
	~~Concrete Inlets, Special~~		~~Each~~	~~1~~	~~500-~~	~~500-~~
	8-inch Drain Pipe		LinFt	1654	4-	6,616-
	Drain Backfill Material		CuYd	199	15-	2,985-
	CLSR Chain Link Fence		LinFt	1400	6-	8,400-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section Umatilla River (Riverside) Br & U.P.R.R. Uxing	County	Sheet 3 of
Kind of Work	Length / Date	Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Walks		Sq Yd	2452	10^{00}	$24,520^{00}$
	Concrete Driveways		Sq Yd	1800 ~~972~~	13^{50}	24,300 $~~13,122~~^{00}$
	Concrete Curb, ~~Type 6~~		Lin Ft	4415	3^{50}	$15,452^{00}$
	Extra for Asphalt Approaches		Each	~~14~~ 5	150^{00}	750 $~~2,100~~^{00}$
	Concrete Barrier		Lin Ft	585	19^{00}	$11,115^{00}$
	Loose Riprap, Class 100		Cu Yd	2	75^{00}	150^{00}
	Loose Riprap, Class 700		Cu Yd	934	15^{00}	$14,010^{00}$
	Filter Blanket		Cu Yd	248	10^{00}	$2,480^{00}$
	Adjusting Manholes		Each	1	250^{00}	250^{00}
	Single Mailbox Supports		Each	24	75^{00}	$1,800^{00}$
	Roadside Seeding and Mulching		Acre	3	800^{00}	$2,400^{00}$
	STRUCTURES					
	Bridge No. 4696A					
	Bridge Removal Work		LUMP SUM	All	LUMP SUM	5000^{00}
	Shoring, ~~and~~ Cribbing, Etc		LUMP SUM	All	LUMP SUM	$25,000^{00}$
	Structure Excavation		Cu Yd	2160	13^{00}	$28,080^{00}$
	Structure Excavation Below Elevations Shown		Cu Yd	216	13^{00}	$2,809^{00}$
	Special Wall Backfill		Cu Yd	1380	15^{00}	$20,700^{00}$

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section: Umatilla River (Riverside) Br. & UPRR Uxing	County:	Sheet: 4	of:
Kind of Work:	Length:	Date:	Name:

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	785 CY @ $235/CY Structural Concrete, Class 3300		LUMP SUM	All	LUMP SUM	$184,475^{00}$
	Reinforcement 86250# @ $.50/#		LUMP SUM	All	LUMP SUM	$43,125^{00}$
	Structural Steel 327,300# @ $.90/#		LUMP SUM	All	LUMP SUM	$294,570^{00}$
	8-inch Culvert Pipe		Lin Ft	44	15^{00}	660^{00}
	4-inch PVC Pipe		Lin Ft	70	2^{00}	140^{00}
	8-inch Half Round Deck Drain		Lin Ft	226	15^{00}	$3,390^{00}$
	Waterproofing and Protective Cover		Sq. Yd	275	55^{00}	$15,125^{00}$
	Bridge No. 4697A					
	Bridge Removal Work		LUMP SUM	All	LUMP SUM	$54,000^{00}$
	Shoring, ~~and~~ Cribbing, Etc		LUMP SUM	All	LUMP SUM	$10,000^{00}$
	Structure Excavation		Cu Yd	947	13^{00}	$12,311^{00}$
	Structure Excavation Below Elevations Shown		Cu Yd	95	13^{00}	$1,235^{00}$
	Special Wall Backfill		Cu Yd	90	15^{00}	$1,350^{00}$
	588 CY @ $235/CY Structural Concrete, Class 3300		LUMP SUM	All	LUMP SUM	$138,180^{00}$
	490 C.Y @ $250/CY Structural Concrete, Class 4500		LUMP SUM	All	LUMP SUM	$122,500^{00}$
	Reinforcement 127,000# @ $.50/#		LUMP SUM	All	LUMP SUM	$63,500^{00}$
	Coated Reinforcement 52000# @ $.70/#		LUMP SUM	All	LUMP SUM	$36,400^{00}$
	120'/125' Bulb Tee Prestressed Beams		Each	28	$13,500^{00}$	$378,000^{00}$
	Reinforced Concrete Bridge End Panels		Sq Yd	380	57^{00}	$21,660^{00}$
	Three Tube Steel Railing		Lin Ft	538	45^{00}	$24,210^{00}$

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Umatilla River(Riverside) Br & UPRR [illegible]	County	Sheet 5 of	
Kind of Work	Length	Date	Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	$1\frac{1}{2}$-inch Electrical Conduit		Lin Ft	288	6^{00}	$1,728^{00}$
	Install Water Main		LUMP SUM	All	LUMP SUM	$7,500^{00}$
	Bridge No. 16736 (Retaining Wall)					
	Shoring, ~~and~~ Cribbing, Etc		LUMP SUM	All	LUMP SUM	$5,000^{00}$
	Structure Excavation		Cu Yd	2120	13^{00}	$27,560^{00}$
	Structure Excavation Below Elevations Shown		Cu Yd	212	13^{00}	$2,756^{00}$
	Special Wall Backfill		Cu Yd	1120	15^{00}	$16,800^{00}$
	~~Structural~~ Concrete in Walls		Cu Yd	530	225^{00}	$119,250^{00}$
	Reinforcement in Walls		Lb	35,900	.50	17,950
	Bridge No. 16737 (Retaining Wall)					
	Shoring, ~~and~~ Cribbing, Etc		LUMP SUM	All	LUMP SUM	$5,000^{00}$
	Structure Excavation		Cu Yd	1790	13^{00}	$23,270^{00}$
	Structure Excavation Below Elevations Shown		Cu Yd	180	13^{00}	$2,340^{00}$
	Special Wall Backfill		Cu Yd	380	15^{00}	$5,700^{00}$
	~~Structural~~ Concrete in Walls		Cu Yd	695	225^{00}	$156,375^{00}$
	Reinforcement in Walls		Lb	47,700	.50	$23,850^{00}$

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Umatilla River (Riverside) Br. & UPRR Uxing		COUNTY		SHEET 6 OF
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	SIGHING					
	Removal of Existing Sign~~ing~~ Installations		LUMP SUM	All	LUMP SUM	1,750^{00}
	Wood Sign Posts		LUMP SUM	All	LUMP SUM	1,600^{00}
	Type "C" and "R" Signs in Place		Sq. Ft	78	12^{00}	936^{00}
	Type "EE" Signs in Place		Sq. Ft	25	14^{00}	350^{00}
	Type "M" Signs in Place		Sq Ft	5	14^{00}	70^{00}
	Type "U" Signs in Place		Sq Ft	136	18^{00}	2,448^{00}
	ILLUMINATION					
	Pole Foundations		LUMP SUM	All	LUMP SUM	1900^{00}
	Roadway Lighting Poles and Arms		LUMP SUM	All	LUMP SUM	3,150^{00}
	Luminaires, Lamps and Ballasts		LUMP SUM	All	LUMP SUM	624^{00}
	Switching, Conduit, Wiring, Etc		LUMP SUM	All	LUMP SUM	2,100^{00}
						9
						~~3,036,992^{00}~~ 3,045,969^{50}

734-1736 (REV. 2-84)

Section Umatilla River (Riverside) Br & UPRR Uxing Programming Estimate $ 3,400,000
Highway Oregon-Washington Project Length 0.4 mi
County Umatilla Completion Time 625 C.D.
Kind of Work Gr. Pave. Str. Sign & Illum. Est. Comp. Date 5-2-86
Prefix 30-1948-921 Letting Date July 26, 1984 Project No. FF R-BRF-19(7)

Received 10:45 am
7-3-84 C.L.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 3,045,970.00
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs	98,000	
Other Railroad Costs	91,000	
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 190,800.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x 1000 hrs.)	800	
State Responsibility for Damages.		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Repair Irrigation System & Seed Disturbed Lawn Areas . . .	1000	
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
Subtotal		$ 3,236,770.00
Contingencies (4-1/2%)		145,654.65
Engineering (8, ~~9-10%~~)		258,941.60
Subtotal		$ 3,641,366.25
Credit for City of Pendleton contribution for water main construction		- 7500.00
Credit for Railroad contribution		- 65,000.00
Estimated Net Authorization, Construction		$ 3,568,866.25

APPROVED

______
Road Design Engineer

Rev. 11/81

Please insert these
corrected sheets in your
set. They correct a
$.50 error.

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section Umatilla River (Riverside) Br & U.P.R.R. Uxing	County	Sheet 3	of
Kind of Work	Length	Date	Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
9	Concrete Walks		Sq Yd	2452	10^{00}	$24,520^{00}$
9	Concrete Driveways		Sq Yd	1800 ~~972~~	13^{50}	24,300 ~~13,122~~ ^{00}
9	Concrete Curb, ~~Type C~~		Lin Ft	4415	3^{50}	$15,452^{50}$
5	Extra for Asphalt Approaches		Each	5 ~~14~~	150^{00}	750 ~~2,100~~ ^{00}
9	Concrete Barrier		Lin Ft	585	19^{00}	$11,115^{00}$
9	Loose Riprap, Class 100		Cu Yd	2	75^{00}	150^{00}
9	Loose Riprap, Class 700		Cu Yd	934	15^{00}	$14,010^{00}$
9	Filter Blanket		Cu Yd	248	10^{00}	$2,480^{00}$
2	Adjusting Manholes		Each	1	250^{00}	250^{00}
9	Single Mailbox Supports		Each	24	75^{00}	$1,800^{00}$
12	Roadside Seeding and Mulching		Acre	3	800^{00}	$2,400^{00}$
	STRUCTURES					
	Bridge No. 4696A					
	Bridge Removal Work		LUMP SUM	All	LUMP SUM	5000^{00}
	Shoring, ~~and~~ Cribbing, Etc		LUMP SUM	All	LUMP SUM	$25,000^{00}$
	Structure Excavation		Cu Yd	2160	13^{00}	$28,080^{00}$
	Structure Excavation Below Elevations Shown		Cu Yd	216	13^{00}	$2,808^{00}$
	Special Wall Backfill		Cu Yd	1380	15^{00}	$20,700^{00}$

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Umatilla River (Riverside) Br. & UPRR Uxing		**COUNTY**	**SHEET** 6 **OF**
KIND OF WORK	**KEY NUMBER**	**LENGTH**	**DATE**	**NAME**

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	SIGNING					
	Removal of Existing Sign~~ing~~ Installations		LUMP SUM	All	LUMP SUM	1,750⁰⁰
	Wood Sign Posts		LUMP SUM	All	LUMP SUM	1,600⁰⁰
	Type "C" and "R" Signs in Place		Sq. Ft	78	12⁰⁰	936⁰⁰
	Type "EE" signs in Place		Sq. Ft	25	14⁰⁰	350⁰⁰
	Type "M" Signs in Place		Sq Ft	5	14⁰⁰	70⁰⁰
	Type "U" signs in Place		Sq Ft	136	18⁰⁰	2,448⁰⁰
	ILLUMINATION					
	Pole Foundations		LUMP SUM	All	LUMP SUM	1,900⁰⁰
	Roadway Lighting Poles and Arms		LUMP SUM	All	LUMP SUM	3,150⁰⁰
	Luminaires, Lamps and Ballasts		LUMP SUM	All	LUMP SUM	624⁰⁰
	Switching, Conduit, Wiring, Etc		LUMP SUM	All	LUMP SUM	2,100⁰⁰
						9
						~~3,036,992⁰⁰~~
						3,045,970⁰⁰

734-1736 (REV. 2-84)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 6, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Concurrence in Award

Confirmation of your tentative concurrence as of August 2, 1984 is requested in the award of contract for the Umatilla Riv. (Riverside) Br. & UPRR Xing Section, Project No. FFR-BRF-19(7).

The contractor receiving the award is Ross Bros. Construction, Inc., in the amount of $2,653,330.40 with Contract No. 9875 assigned. This bid was received on July 26, 1984 and awarded on August 2, 1984.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FHPM 6-4-1-6 of the Federal Aid Highway Program Manual, and it will be retained in a permanent project file.

We have complied with Disadvantaged Business Enterprise and Women Business Enterprise requirements for Women and Minorities that are required for this contract.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration Endorsement

Date 8-8-84
I concur in the award.

Dale E. Wilken
Division Administrator

CL:pf

Form 734-3122

ORDER FOR FORCE WOR

ORDER No. 3

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Pendleton CONTRACT No. 9875
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Umatilla R.(riverside) Br & UPRR U'Xing DATE April 26, 1985

HIGHWAY Oregon - Washington FAP No. FFR-BRF-19(7)

COUNTY Umatilla PREFIX 30-1001 FUNCTION 282-04

DESCRIPTION OF WORK TO BE DONE:

Drill and shoot subgrade area to place water, gas and drain pipe.

LOCATION BY STATION NUMBERS:

60± to 61± on the 'C' Line

Effective date of authorization for work 3-26-85

ESTIMATE OF QUANTITIES & COSTS:

Labor and Equipment	$ 3,228.02
Materials	1,629.70
TOTAL	$ 4,857.72 / 3 = $ 1,619.24

EXPLANATION:

This work was required to install the gas and water lines thru this area. It was also necessary to place a drain pipe in this area to pick up ground water.

The total cost is to be shared equally between the gas co., City of Pendleton and the State.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 3,199,646.70

Present estimate of costs including work under this Force Order . . . . $ 3,199,646.70

Estimated Overrun Underrun Amount . . . . . $ -0-

Estimated Overrun Underrun Percent -0-

UBMITTED BY:

TITLE: Project Manager

PPROVAL RECOMMENDED:

TITLE:

PPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: MAY 8
Construction or Traffic Engineer

O NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT ROJECTS.

T 669

orm 734-1105 (Rev. 1-79)

③ OREGON STATE HIGHWAY DIVISION

5/7, 1985

REQUEST FOR WARRANT

Payable To: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: FFR-BRF-19(7)
Hwy. Agr. No.:
Contract No.: 9875

Project: Umatilla River (Riverside Dr.)
Period Covered: February 1985

Estimate No.: 1
UPRR Work Order No.: 34273

Invoice or Billing	Description	Total Amount To Date	Previous Amount	Present Amount
230166	dated 3/22/85	26,068.50		26,068.50
	Less Additives in excess			
	of 50%	⟨6654.55⟩		⟨6654.55⟩
Totals		19,413.95		19,413.95
Retained 5 % Pending Audit		970.70		970.70
Total Payments		18,443.25		18,443.25

PREFIX	FUNCTION	SUB. FUNC	OBJECT	P/N GROUP	AMOUNT		DR (CR)
30-1001	284	02	70	1P	19413	95	DR
✓	205	✓	✓	–	970	70	CR

Prepared by:
Wickham 005-00
Crew #

Approved by:
V.E. Strong

Form 81-734-1359 (9-78)

Please remit to Manager - Banking Operations at the above address. If you need further information, contact Manager - Ledgers & Financial Reporting, referring to Bill Number, Patron Code and Date.

UNION PACIFIC RAILROAD COMPANY

1416 DODGE ST., OMAHA, NEBRASKA 68179

FORM 130-A
(Rev. 11-77)

State Of Oregon
Department of Transportation
Highway Division
Salem, Oregon 97310

BILL NO. 230106

PATRON CODE

MONTH'S ACCOUNT 3-85

GBWO DEPT. NO. 221

DATE March 22, 1985

For expense incurred for the reconstruction of Riverside Drive underpass Br. 217.14 Shift or relocate signal and communication facilities. Retire present Bridge 217.14 and related facilities.

Project Id. No. UORBV-777
DOT NO. 809-026S
CA #136105

UPRR Work Order No. 34273

Second Progressive Billing
(per detail attached)

19,413 95 RMW
~~26068~~ ~~50~~

APPROVED
REGIONAL CONSTRUCTION ENGINEER

APPROVED
[illegible] 30-1001-284-02
[illegible]
DATE 4-23-85 ✓

PAYABLE UPON RECEIPT

To assure proper credit to your account, please return duplicate copy with your remittance.

PAY THIS AMOUNT → 19,413 95 RMW ~~26068~~ ~~50~~

Uni[illegible] Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedure Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 2 February 1985

Labor:	Trk 7997 Engineering		153 hrs.	1878.58	
	Flagging		740 hrs.	10876.20	
Reduce to 50%	Plus ~~107.69~~% Additive on 1878.58			~~2023.05~~	939.29
Reduce to 50%	Plus ~~101.2~~2% Additive on 10876.20			~~11008.89~~	5438.10
				~~25786.72~~	19,132.17
	Vouchers:			281.78	
	Total Progressive No. 2			$~~26068.50~~	19,413.95 * RMW

~~APPROV~~

APPROVED
PREFIX 30-1001-284-02
Proj. Mgr.
DATE 4-23-85

* Reduced Additive to 50% - per Glenn Hickam he told railroad they would be reduced to 50% until a settlement regarding the Additive % was reached.
RMW
5/7/85

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MANAGER PROPERTY ACCTG - BIN 32                       FORM 13348                066.19.11                  PAGE    1
WORK ORDER  34273                            UNION PACIFIC RAILROAD COMPANY
JOB NO.     002                          DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    70902100000                             FEBRUARY  1965

DOCUMENT      DESCRIPTION                               TYP QUANTITY UNIT     UNIT PRICE   ADDITIONS      OPERATING      OTHER
  REF                                                                                      BETTERMENTS    EXPENSE        EXPENSE
                                                                                           RETIREMENTS

  TRACK NO./SHOP ORDER NO. 000000
E201510          R. M. MCFADZEN1
                 TOTAL MATERIAL     ******************************************************                                   281.78
                                                                                              0.00           0.00            281.78
   ***           TOTAL ACCOUNT 70902100000
                                                                                              0.00           0.00            281.78
  ACCT. NO.  70921100000
PR 6401  TRK6992 ACCOUNTS RECOLLECTIBLE                       24 HRS
PR 6402  TRK6992 ACCOUNTS RECOLLECTIBLE                       78 HRS                                                         275.25
PR 7401  TRK7997 ACCOUNTS RECOLLECTIBLE                       51 HRS                                                         894.56
                 TOTAL LABOR        ******************************************************                                   708.77
                                                                                              0.00           0.00          1,878.58
   ***           TOTAL ACCOUNT 70921100000
                 TOTAL LABOR        ******************************************************    0.00           0.00          1,878.58
                 TOTAL MATERIAL     ******************************************************    0.00           0.00          1,878.58
                                                                                              0.00           0.00            281.78
  ****           TOTAL TRACK NO./SHOP ORDER NO. 000000
                                                                                              0.00           0.00          2,160.36
                 TOTAL LABOR        ******************************************************
                 TOTAL MATERIAL     ******************************************************    0.00           0.00          1,878.58
 *****           TOTAL JOB     002                                                            0.00           0.00            281.78
                                                                                              0.00           0.00          2,160.36
    JOB NO. 003
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7122  TRK7123 TRACK CONSTRUCTION - W.O.                    66 HRS
                 TOTAL LABOR        ******************************************************                                 1,187.70
                                                                                              0.00           0.00          1,187.70
   ***           TOTAL ACCOUNT 70921100000
                 TOTAL LABOR        ******************************************************    0.00           0.00          1,187.70
                                                                                              0.00           0.00          1,187.70
  ****           TOTAL TRACK NO./SHOP ORDER NO. 000000
                                                                                              0.00           0.00          1,187.70
                 TOTAL LABOR        ******************************************************
 *****           TOTAL JOB     003                                                            0.00           0.00          1,187.70
                                                                                              0.00           0.00          1,187.70
    JOB NO. 009
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7122  TRK7123 FLAGGING, ROADWAY WATCHMEN                  306 HRS
PR 7121  TRK7123 FLAGGING, ROADWAY WATCHMEN                  366 HRS                                                       4,452.04
PR 7121  TRK7123 TRACK CONSTRUCTION - W.O.                     2 HRS                                                       5,202.22
                 TOTAL LABOR        ******************************************************                                    34.24
                                                                                              0.00           0.00          9,688.50
   ***           TOTAL ACCOUNT 70921100000
                 TOTAL LABOR        ******************************************************    0.00           0.00          9,688.50
                                                                                              0.00           0.00          9,688.50
  ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                   0.00            0.00         9,688.50
               TOTAL LABOR         ******************************************************              0.00            0.00         9,688.50
 *****         TOTAL JOB    009                                                        0.00            0.00         9,688.50

******         WORK ORDER TOTAL                                                        0.00           .0.00        13,036.56
```

①

STATE OF OREGON
HIGHWAY ACCOUNTING
CONTRACT ACCOUNTING UNIT - 378-6232

INTEROFFICE MEMO

TO: B. Johnson
Project Manager

DATE: 4/2/85

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA APR 24 1985 ☐
RECEIVED
REGION 5 OFFICE

FROM: Janice H. Peterson, Supervisor
Contract Accounting

SUBJECT: Company: UPRR
Billing No.: 230166
Amount: 26068.50
Project: Riverside Dr. Underpass
Prefix: 30-1001
FAP No.: FFR-BRF-19(7)

Attached is an original billing. Please xerox a copy for your records.

The original bill must be approved by the Project Manager and Region Engineer on the face of the billing and returned to the Contract Accounting Unit. Include the prefix, Order for Force Work number and Federal Aid Coding, if applicable.

IF THE PROJECT IS COMPLETE, PLEASE FURNISH THE ENGINEER"S FINAL REPORT AND ENGINEER"S LOG BOOK. THESE WILL BE MADE A PART OF THE AUDIT FILE.

RECEIVED
APR 4 1985
☑RE ☐ARE

JHP:cw

RECEIVED
MAY 03 1985
HIGHWAY ACCOUNTING

Contains Recycled Materials

3/ OREGON STATE HIGHWAY DIVISION

5/22, 1985

REQUEST FOR WARRANT

Payable To: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: FFR-BRF-19(7)

Hwy. Agr. No.:

Contract No.: 9875

Project: Umatilla River (Riverside Dr.)

Estimate No.: +2

Period Covered: January 1985

UPRR Work Order No.: 34273

Invoice or Billing	Description	Total Amount To Date	Previous Amount	Present Amount
229393	Est #1, dated 2/22/85	26,068.50 53586.29		53586.29
231094	dated 4/22/85	21,772.74		21,772.74
	Less Additives in Excess of 50%	⟨24245.71 ~~17,591.16~~⟩		⟨17,591.16⟩
	Transfer of Costs from SFO#2	⟨3901.63⟩	~~3901.63~~	
	~~SFO#2~~	~~26068.50~~		

	Total Amount To Date	Previous Amount	Present Amount
Totals	77,181.82 ~~57,767.87~~	19413.95 ~~3901.63~~	~~57,769.87~~ 53866.24
Retained 5 %	3859.89 ~~2888.39~~	970.70 ~~195.08~~	~~2888.39~~ 2693.31
Total Payments	~~54879.48~~	~~3706.55~~	51,172.93
	73321.93	18443.25	

SFO#5 91,000
PR1240 122,676
SFO#2 98,000

PREFIX	FUNCTION	SUB. FUNC	OBJECT	P/N GROUP	AMOUNT		DR (CR)
30-1001	285	05	70	1P	53866	24	DR
✓	205	✓	✓	✓	2693	31	CR

Prepared by:
Rosalyn Wickham ~~005-00~~
Crew #

Approved by:
Frank R Griffin

Form 81-734-1359 (9-78)

2)

Please remit to Manager - Banking Operations at the above address. If you need further information, contact Manager - Ledgers & Financial Reporting, referring to Bill Number, Patron Code and Date.

UNION PACIFIC RAILROAD COMPANY

1416 DODGE ST., OMAHA, NEBRASKA 68179

UNION PACIFIC

FORM 130-A
(Rev. 11-77)

231091

BILL NO.

PATRON CODE

MONTH'S ACCOUNT 4-85

GBWO DEPT. NO. 302

DATE April 22, 1985

State Of Oregon
Department Of Transportation
Highway Division
Salem, Oregon 97310

For expense incurred for the reconstruction of Riverside Drive underpass Br. 217.14 Shift or relocate signal and communication facilities. Retire present Bridge 217.14 and related facilities. Project Id. No. UORBV-777 DOT No. 809-026S CA # 136105 UPRR Work Order No. 34273 Third Progressive Billing (per detail attached)	21772	74		
Less Additives in Excess of 50%	<5509	29>		
			16,263	45
PAYABLE UPON RECEIPT *To assure proper credit to your account, please return duplicate copy with your remittance.*	PAY THIS AMOUNT →		~~21772~~	74

APPROVED
Warren
REGIONAL CONSTRUCTION ENGINEER

AP
PREFIX 30-1001-285-05
Proj.
DATE 5-9-85

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedure Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 3 - March 1985
Labor:

Engineer		186 hrs.	1926.75
Flagging Engineer	7681	2 hrs	41.82
" "	7688	2 hrs	39.78
Flagging F.R.	9123	584 hrs.	8504.40
Plus ~~109.69~~ 50 % on 1926.75		963.38	~~2094.92~~
Plus ~~101.22~~ 50 % on 8586.00		4293.00	~~8690.15~~
Vouchers:			494.32

Total Progressive No. 3 ~~$21,996.44~~
16,263.45

```
 MANAGER PROPERTY ACCTG - BIN 32                            FORM 13348                    095.14.53                        PAGE    1
 WORK ORDER  34273                                UNION PACIFIC RAILROAD COMPANY
 JOB NO.     002                             DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
 ACCT NO.    70902100000                                  MARCH     1985

 DOCUMENT      DESCRIPTION                                TYP QUANTITY UNIT      UNIT PRICE   ADDITIONS       OPERATING        OTHER
   REF                                                                                        BETTERMENTS       EXPENSE       EXPENSE
                                                                                              RETIREMENTS

  TRACK NO./SHOP ORDER NO. 000000
E227623          H. D. MCCLUNG 1                                                                                                   366.34
E224606          R. M. MCFADZEN1                                                                                                   127.98
                TOTAL MATERIAL      ******************************************************           0.00            0.00          494.32

    ***         TOTAL ACCOUNT 70902100000                                                            0.00            0.00          494.32

  ACCT. NO.  70921100000
PR 1032  TRK1030 ACCOUNTS RECOLLECTIBLE                             96 HRS                                                         994.46
PR 1031  TRK1030 ACCOUNTS RECOLLECTIBLE                             90 HRS                                                         932.29
                TOTAL LABOR         ******************************************************           0.00            0.00        1,926.75

    ***         TOTAL ACCOUNT 70921100000                                                            0.00            0.00        1,926.75
                TOTAL LABOR         ******************************************************           0.00            0.00        1,926.75
                TOTAL MATERIAL      ******************************************************           0.00            0.00          494.32

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                                0.00            0.00        2,421.07

                TOTAL LABOR         ******************************************************           0.00            0.00        1,926.75
                TOTAL MATERIAL      ******************************************************           0.00            0.00          494.32
  *****         TOTAL JOB     002                                                                    0.00            0.00        2,421.07

     JOB NO. 009
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7341  SIG7681 FLAGGING, ROADWAY WATCHMEN                          2 HRS                                                          41.82
PR 7341  SIG7688 FLAGGING, ROADWAY WATCHMEN                          2 HRS                                                          39.78
PR 7122  TRK7123 FLAGGING, ROADWAY WATCHMEN                        273 HRS                                                       4,058.75
PR 7121  TRK7123 FLAGGING, ROADWAY WATCHMEN                        307 HRS                                                       4,445.65
                TOTAL LABOR         ******************************************************           0.00            0.00        8,586.00

    ***         TOTAL ACCOUNT 70921100000                                                            0.00            0.00        8,586.00
                TOTAL LABOR         ******************************************************           0.00            0.00        8,586.00

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                                0.00            0.00        8,586.00
                TOTAL LABOR         ******************************************************           0.00            0.00        8,586.00
  *****         TOTAL JOB     009                                                                    0.00            0.00        8,586.00

 ******         WORK ORDER TOTAL                                                                     0.00            0.00       11,007.07
```

STATE OF OREGON
HIGHWAY ACCOUNTING
CONTRACT ACCOUNTING UNIT - 378-6232

INTEROFFICE MEMO

TO: B. Johnson
Project Manager

DATE: 5/7/85

FROM: Janice H. Peterson, Supervisor
Contract Accounting

SUBJECT: Company: UPRR
Billing No.: 231094
Amount: 21,772.74
Project: Riverside Dr. - Underpass
Prefix: 30-1001
FAP No.: FFR-BRF-19(7)

Attached is an original billing. Please xerox a copy for your records.

The original bill must be approved by the Project Manager and Region Engineer on the face of the billing and returned to the Contract Accounting Unit. Include the prefix, Order for Force Work number and Federal Aid Coding, if applicable.

IF THE PROJECT IS COMPLETE, PLEASE FURNISH THE ENGINEER"S FINAL REPORT AND ENGINEER"S LOG BOOK. THESE WILL BE MADE A PART OF THE AUDIT FILE.

JHP:cw

RECEIVED
MAY 09 1985
☑ RE ☑ ARE

Contains Recycled Materials

UNION PACIFIC RAILROAD COMPANY

1416 DODGE ST., OMAHA, NEBRASKA 68179

FORM 130-A
(Rev. 11-77)

Please remit to Manager - Banking Operations at the above address. If you need further information, contact Manager - Ledgers & Financial Reporting, referring to Bill Number, Patron Code and Date.

State of Oregon
Department of Transportation
Highway Division
Salem, Oregon 97310

BILL NO. 229393

PATRON CODE

MONTH'S ACCOUNT 2-85

GBWO DEPT. NO. 114

DATE February 22, 1985

For expense incurred for the reconstruction of Riverside Drive underpass Br. 217.14 Shift or relocate 2,426 ft. of main track and relocate signal and communication facilities. Retire present Bridge 217.14 and related facilities.		
Project Id. No. UORBV-777 DOT NO. 809-026S CA # 136105		
UPRR Work Order No. 34273		
First Progressive Billing (per detail attached)	53586 29	
Less Additives in excess of 50%		<12081.87>
		41,504. 42
PAY THIS AMOUNT →		- 53586 - 29

APPROVED
PREFIX 30-1001-285-05
Thomas C. P
Proj. mgr.
DATE 5-9-85

APPROVED
Warren Richard
REGIONAL CONSTRUCTION ENGINEER

PAYABLE UPON RECEIPT

To assure proper credit to your account, please return duplicate copy with your remittance.

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-026 S
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedu
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 1 January, 1985 Expense:

Jobs 2 + 9
Labor:

Ire 7997 Engineering	77 hrs	966.54
Flagging	664 hrs	9526.42
Plus 107.69% L. Additive on $966.54		1040.87
Plus 101.22% L. Additive on $9,526.42		9642.83
Personal Expense:		179.11
Total January Expense		$21,355.77

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14
Description of Work: reconstruction of Riverside Drive underpass
Project No. D.O.T. 809-0265
CA# 136105
Billed in Accordance with UPRR Non-Tariff Billing Procedu
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 1 December, 1984 Expense.

Labor: Job. 2		
Trk 7997 Engineering	10 hrs	120.69
Plus 107.65% L. Additive on $120.69		129.97
Job 9		
Sel Gang 7123 Flagging	168 hrs	2495.37
Trk Gang 7904	40 hrs	437.68
Per Diem		40.00
Plus 101.22% on $2,495.37		2525.81
Plus 101.22% on $437.68		443.02
Total December Expense		$6,192.54

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14
Description of Work: reconstruction of Riverside Drive underpa
Project No. D.O.T. 809-0265
CA# 136105
Billed in Accordance with UPRR Non-Tariff Billing Procedu
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 1 November, 1984 Expense

Labor: Job. 2		
Inv 7994 Engineering	40 hrs	$456.00
Plus 103.97% L. Additive on $456.00		474.10
Personal Expense		113.95
Job. 7		
Mat'l. Form 4205-1		71.75
Plus 2% FLF on $71.75		1.44
Plus 12% Handling on $73.19		8.78
Plus		
Total November Expense		$1,126.02

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedure Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 1 October, 1984 Expenses

Job 2 Labor:		
Ird 7994 Engineering	24 hrs	264.77
Plus 107.69% L. Additive on $264.77		285.13
Job 7 Labor: Communications	64 hrs	951.68
Plus 101.22% Additive on $951.68		463.29
Personal Expense		16.20
Mat'l Used: Form 4205-1		4669.58
Plus 2% FLF on $4669.58		93.39
Plus 12% Handling on 4,762.97		571.56
Job 8 + 9		
Signal Gang 7693	64 hrs	828.30
(Flagging)	70 hrs	832.96
Plus 103.97% L Additive on $828.30		861.18
Plus 101.22% L Additive on $832.96		843.12
Per Diem Gang 7693		107.60

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedu
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 1 September, 1984 Expense

Labor: Signal Gang 7692	88 hrs	1129.91
Signal Gang 7693	368 hrs	4938.88
Plus 103.97 % Additive on	$6,068.79	6309.72
Per Diem Gang 7692		53.80
Per Diem Gang 7693		632.15
	Total Labor	$ 13,064.46
Exp Voucher D.T. Quinn		$114.50
	Total Sept. Expense	$13,178.96

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedu
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 1 August, 1984 Expense

Labor:

FR028 Engineering	2 hrs	37.87
Trk 7997 Engineering	16 hrs	185.61
Plus 55.13% L. Additive on $37.87		20.88
Plus 107.69% L. Additive on $185.61		199.88
Total Labor		444.24

```
MANAGER PROPERTY ACCTG - BIN 32
WORK ORDER  34273                              FORM 13348               038.22.09                  PAGE    1
JOB NO.     002                       UNION PACIFIC RAILROAD COMPANY
ACCT NO.    70902100000           DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
                                              JANUARY   1985
DOCUMENT      DESCRIPTION
  REF                                        TYP QUANTITY UNIT      UNIT PRICE   ADDITIONS       OPERATING       OTHER
                                                                                 BETTERMENTS      EXPENSE        EXPENSE
                                                                                 RETIREMENTS

 TRACK NO./SHOP ORDER NO. 000000
E144272          R. M. MCFADZEN1                                                                                   24.03
              TOTAL MATERIAL     ******************************************************    0.00           0.00        24.03
  ***         TOTAL ACCOUNT 70902100000                                                    0.00           0.00        24.03

 ACCT. NO.  70902100010
TE 4406  135807  121984 J.L WEBER                                                                                 155.08
              TOTAL MATERIAL     ******************************************************    0.00           0.00       155.08
  ***         TOTAL ACCOUNT 70902100010                                                    0.00           0.00       155.08

 ACCT. NO.  70921100000
PR 7401  TRK7997 ACCOUNTS RECOLLECTIBLE                        16 HRS                                             200.84
PR 7402  TRK7997 ACCOUNTS RECOLLECTIBLE                        61 HRS                                             765.70
              TOTAL LABOR        ******************************************************    0.00           0.00       966.54
              TOTAL LABOR        ******************************************************    0.00           0.00       966.54
  ***         TOTAL ACCOUNT 70921100000                                                    0.00           0.00       966.54

 ACCT. NO.  74300200000
TE 4406  135807  121984 J.L WEBER                                                                                 155.08-
              TOTAL MATERIAL     ******************************************************    0.00           0.00       155.08-
  ***         TOTAL ACCOUNT 74300200000                                                    0.00           0.00       155.08-
              TOTAL LABOR        ******************************************************    0.00           0.00       966.54
              TOTAL MATERIAL     ******************************************************    0.00           0.00        24.03
  ****        TOTAL TRACK NO./SHOP ORDER NO. 000000                                        0.00           0.00       990.57

              TOTAL LABOR        ******************************************************    0.00           0.00       966.54
              TOTAL MATERIAL     ******************************************************    0.00           0.00        24.03
 *****        TOTAL JOB     002                                                            0.00           0.00       990.57
   JOB NO. 009
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7122  TRK7123 FLAGGING, ROADWAY WATCHMEN                    484 HRS                                          7,112.13
PR 7121  TRK7123 FLAGGING, ROADWAY WATCHMEN                    164 HRS                                          2,231.73
PR 7122  TRK7125 FLAGGING, ROADWAY WATCHMEN                     16 HRS                                            182.56
              TOTAL LABOR        ******************************************************    0.00           0.00     9,526.42
  ***         TOTAL ACCOUNT 70921100000                                                    0.00           0.00     9,526.42
              TOTAL LABOR        ******************************************************    0.00           0.00     9,526.42
 ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                        0.00           0.00     9,526.42
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MANAGER PROPERTY ACCTG - BIN 32
WORK ORDER  34273                              FORM 13348                  010.01.27                    PAGE    1
JOB NO.     002                       UNION PACIFIC RAILROAD COMPANY
ACCT NO.    70921100000          DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
                                              DECEMBER  1984

DOCUMENT     DESCRIPTION
  REF                                            TYP QUANTITY UNIT      UNIT PRICE   ADDITIONS       OPERATING       OTHER
                                                                                     BETTERMENTS     EXPENSE         EXPENSE
                                                                                     RETIREMENTS

  TRACK NO./SHOP ORDER NO. 000000
PR 7401   TRK7997 ACCOUNTS RECOLLECTIBLE
                TOTAL LABOR       ********************************************    10 HRS
                                                                                                                     120.69
                TOTAL LABOR       ******************************************************     0.00          0.00      120.69
                                                                                              0.00          0.00      120.69
    ***         TOTAL ACCOUNT 70921100000
                                                                                              0.00          0.00      120.69
  ACCT. NO.  74300200000
E135807          J. L. WEBER   1
                TOTAL MATERIAL    ******************************************************                              155.08
                                                                                              0.00          0.00      155.08
    ***         TOTAL ACCOUNT 74300200000
                TOTAL LABOR       ******************************************************     0.00          0.00      155.08
                TOTAL MATERIAL    ******************************************************     0.00          0.00      120.69
                                                                                              0.00          0.00      155.08
   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000
                                                                                              0.00          0.00      275.77
                TOTAL LABOR       ******************************************************
                TOTAL MATERIAL    ******************************************************     0.00          0.00      120.69
  *****         TOTAL JOB     002                                                             0.00          0.00      155.08
                                                                                              0.00          0.00      275.77
     JOB NO. 009
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7301  PDA7904 ROAD CROSSING CONSTR/MAINT - W.O.
PR 7122  TRK7123 FLAGGING, ROADWAY WATCHMEN                   HRS
PR 7301  TRK7904 ROAD CROSSING CONSTR/MAINT - W.O.        168 HRS                                                     40.00
                TOTAL LABOR                                40 HRS                                                   2,495.37
                                  ******************************************************                              437.68
                                                                                              0.00          0.00    2,973.05
    ***         TOTAL ACCOUNT 70921100000
                TOTAL LABOR       ******************************************************     0.00          0.00    2,973.05
                                                                                              0.00          0.00    2,973.05
   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000
                TOTAL LABOR       ******************************************************     0.00          0.00    2,973.05
  *****         TOTAL JOB     009                                                             0.00          0.00    2,973.05
                                                                                              0.00          0.00    2,973.05
 ******         WORK ORDER TOTAL
                                                                                              0.00          0.00    3,248.82
 MANAGER PROPERTY ACCTG - BIN 32                            FORM 13348                    346.22.42                         PAGE     1
 WORK ORDER  34273                                UNION PACIFIC RAILROAD COMPANY
 JOB NO.     002                             DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
 ACCT NO.    70902100000                                  NOVEMBER  1984

 DOCUMENT      DESCRIPTION                                         TYP QUANTITY UNIT       UNIT PRICE  ADDITIONS        OPERATING        OTHER
   REF                                                                                                BETTERMENTS        EXPENSE        EXPENSE
                                                                                                      RETIREMENTS

  TRACK NO./SHOP ORDER NO. 000000
E266331         J. L. WEBER   1                                                                                                       113.95
                TOTAL MATERIAL      *******************************************************               0.00            0.00        113.95

    ***         TOTAL ACCOUNT 70902100000                                                                 0.00            0.00        113.95

  ACCT. NO.  70921100000
PR 7402  TRK7994 ACCOUNTS RECOLLECTIBLE                                16 HRS                                                         182.40
PR 7401  TRK7994 ACCOUNTS RECOLLECTIBLE                                24 HRS                                                         273.60
                TOTAL LABOR         *******************************************************               0.00            0.00        456.00
                TOTAL LABOR         *******************************************************               0.00            0.00        456.00

    ***         TOTAL ACCOUNT 70921100000                                                                 0.00            0.00        456.00
                TOTAL LABOR         *******************************************************               0.00            0.00        456.00
                TOTAL MATERIAL      *******************************************************               0.00            0.00        113.95

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                                     0.00            0.00        569.95

                TOTAL LABOR         *******************************************************               0.00            0.00        456.00
                TOTAL MATERIAL      *******************************************************               0.00            0.00        113.95
  *****         TOTAL JOB     002                                                                         0.00            0.00        569.95

     JOB NO. 007
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
9633364  39802061WIRE/CABLE - TEL                         N      2,500 FT         .0287                                                71.75
         MSE AND TRANS. ON $        71.75                                                                                              10.05
                TOTAL MATERIAL      *******************************************************               0.00            0.00         81.80

    ***         TOTAL ACCOUNT 70921100000                                                                 0.00            0.00         81.80
                TOTAL MATERIAL      *******************************************************               0.00            0.00         81.80

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                                     0.00            0.00         81.80
                TOTAL MATERIAL      *******************************************************               0.00            0.00         81.80
  *****         TOTAL JOB     007                                                                         0.00            0.00         81.80

 ******         WORK ORDER TOTAL                                                                          0.00            0.00        651.75
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MANAGER PROPERTY ACCTG - BIN 32                    FORM 13348                      314.23.20                 PAGE    1
WORK ORDER  34273                         UNION PACIFIC RAILROAD COMPANY
JOB NO.     001                    DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    006                                  OCTOBER   1984

DOCUMENT   DESCRIPTION
 REF                                       TYP QUANTITY UNIT    UNIT PRICE  ADDITIONS       OPERATING      OTHER
                                                                            BETTERMENTS     EXPENSE        EXPENSE
                                                                            RETIREMENTS

 TRACK NO./SHOP ORDER NO. 000000
TE 4178          SALES/USE TX JAN-SEP 84
                TOTAL MATERIAL    ****************************************************     1,950.00
                                                                                           1,950.00        0.00           0.00
  ***           TOTAL ACCOUNT 006
                TOTAL MATERIAL    ****************************************************     1,950.00        0.00           0.00
                                                                                           1,950.00        0.00           0.00
 ****           TOTAL TRACK NO./SHOP ORDER NO. 000000
                                                                                           1,950.00        0.00           0.00
                TOTAL MATERIAL    ****************************************************
*****           TOTAL JOB     001                                                          1,950.00        0.00           0.00
                                                                                           1,950.00        0.00           0.00
   JOB NO. 002
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70921100000
PR 7402  TRK7994 ACCOUNTS RECOLLECTIBLE                      24 HRS
                TOTAL LABOR       ****************************************************                                  264.77
                TOTAL LABOR       ****************************************************         0.00        0.00         264.77
                                                                                               0.00        0.00         264.77
  ***           TOTAL ACCOUNT 70921100000
                TOTAL LABOR       ****************************************************         0.00        0.00         264.77
                                                                                               0.00        0.00         264.77
 ****           TOTAL TRACK NO./SHOP ORDER NO. 000000
                                                                                               0.00        0.00         264.77
                TOTAL LABOR       ****************************************************
*****           TOTAL JOB     002                                                              0.00        0.00         264.77
                                                                                               0.00        0.00         264.77
   JOB NO. 007
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70902100000
E245161          M. B. HATLEY  1
                TOTAL MATERIAL    ****************************************************                                   16.20
                                                                                               0.00        0.00          16.20
  ***           TOTAL ACCOUNT 70902100000
                                                                                               0.00        0.00          16.20
 ACCT. NO.  70902100010
TE 1038  TR0902  091984 COMM 9013                            32 HRS
TE 1038  TR0902  091984 COMM 9013                            32 HRS                                                 481.60
                TOTAL LABOR       ****************************************************                                  470.08
                TOTAL LABOR       ****************************************************         0.00        0.00         951.68
                                                                                               0.00        0.00         951.68
  ***           TOTAL ACCOUNT 70902100010
                                                                                               0.00        0.00         951.68
 ACCT. NO.  70921100000
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MANAGER PROPERTY ACCTG - BIN 32                        FORM 13348                  314.23.20                  PAGE    2
WORK ORDER  34273                              UNION PACIFIC RAILROAD COMPANY
JOB NO.     007                          DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    70921100000                                OCTOBER   1984

DOCUMENT      DESCRIPTION                                    TYP QUANTITY UNIT      UNIT PRICE  ADDITIONS        OPERATING        OTHER
  REF                                                                                           BETTERMENTS      EXPENSE          EXPENSE
                                                                                                RETIREMENTS

F-4201   00000000                                            N      2,500 FT           .1459                                      364.75
F-4201   00000000                                            N          2 EA        160.0000                                      320.00
F-4201   00000000                                            N          5 EA         15.0000                                       75.00
9633364  38081600CLAMP - COPPERWE                            N         10 EA          2.0000                                       20.00
F-4201   38081600CLAMP - COPPERWE                            N          4 EA          2.0000                                        8.00
F-4201   38088506CLEVIS 731-1/2                              N          8 EA          4.9000                                       39.20
F-4201   38291811PROTECTOR - STAT                            N          2 EA          7.9600                                       15.92
F-4201   38337002ROD ANCHOR GALV 3/4 IN X 8 FT               N          4 EA          8.6300                                       34.72
9633364  38337004ROD COPRWELD GRND 5/8X8 FT #29438           N         10 EA          7.4500                                       74.50
F-4201   39137005CONNECTOR SOLDERLESS NO. 6                  N         12 EA           .9800                                       11.76
9633364  39626205TAPE SCOTCH ALL WEATHER #88                 N         10 RL          1.2100                                       12.10
F-4201   39627704WIRE/CABLE - TEL                            N      2,500 FT           .4870                                    1,217.50
9633364  39627704WIRE/CABLE - TEL                            N      5,265 FT           .4703                                    2,476.13
         MSE AND TRANS. ON $      4,669.58                                                                                        653.75
              TOTAL MATERIAL      **************************************************     0.00             0.00                  5,323.33

   ***        TOTAL ACCOUNT 70921100000                                                  0.00             0.00                  5,323.33
              TOTAL LABOR         **************************************************     0.00             0.00                    951.68
              TOTAL MATERIAL      **************************************************     0.00             0.00                  5,339.53

  ****        TOTAL TRACK NO./SHOP ORDER NO. 000000                                      0.00             0.00                  6,291.21

              TOTAL LABOR         **************************************************     0.00             0.00                    951.68
              TOTAL MATERIAL      **************************************************     0.00             0.00                  5,339.53
 *****        TOTAL JOB     007                                                          0.00             0.00                  6,291.21

    JOB NO. 008
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7341  PDA7693 SIGNAL FACILITY RELOCATION                           HRS                                                         107.60
PR 7341  SIG7693 SIGNAL FACILITY RELOCATION                        64 HRS                                                         828.30
              TOTAL LABOR         **************************************************     0.00             0.00                    935.90

   ***        TOTAL ACCOUNT 70921100000                                                  0.00             0.00                    935.90
              TOTAL LABOR         **************************************************     0.00             0.00                    935.90

  ****        TOTAL TRACK NO./SHOP ORDER NO. 000000                                      0.00             0.00                    935.90

              TOTAL LABOR         **************************************************     0.00             0.00                    935.90
 *****        TOTAL JOB     008                                                          0.00             0.00                    935.90

    JOB NO. 009
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
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MANAGER PROPERTY ACCTG - BIN 32                 FORM 13348              314.23.20                PAGE    3
WORK ORDER  34273                        UNION PACIFIC RAILROAD COMPANY
JOB NO.     009                     DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    70921100000                          OCTOBER   1984

DOCUMENT      DESCRIPTION                                  TYP QUANTITY UNIT      UNIT PRICE  ADDITIONS       OPERATING       OTHER
  REF                                                                                         BETTERMENTS     EXPENSE         EXPENSE
                                                                                              RETIREMENTS

PR 7122  TRK7123 FLAGGING, ROADWAY WATCHMEN                         70 HRS                                                     832.96
              TOTAL LABOR       ******************************************************          0.00            0.00           832.96

   ***        TOTAL ACCOUNT 70921100000                                                         0.00            0.00           832.96
              TOTAL LABOR       ******************************************************          0.00            0.00           832.96

  ****        TOTAL TRACK NO./SHOP ORDER NO. 000000                                             0.00            0.00           832.96
              TOTAL LABOR       ******************************************************          0.00            0.00           832.96
 *****        TOTAL JOB     009                                                                 0.00            0.00           832.96

******        WORK ORDER TOTAL                                                              1,950.60            0.00         8,324.84
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MANAGER PROPERTY ACCTG - BIN 32                        FORM 13348              279.19.34                    PAGE    1
WORK ORDER  34273                                UNION PACIFIC RAILROAD COMPANY
JOB NO.     001                             DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    74300200000                                SEPTEMBER 1984

DOCUMENT     DESCRIPTION                                       TYP QUANTITY UNIT      UNIT PRICE  ADDITIONS        OPERATING       OTHER
 REF                                                                                              BETTERMENTS      EXPENSE         EXPENSE
                                                                                                  RETIREMENTS

 TRACK NO./SHOP ORDER NO. 000000
E227797         D. T. QUINN   1                                                                                                     0.00

   ***         TOTAL ACCOUNT 74300200000                                                               0.00            0.00         0.00

  ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                                   0.00            0.00         0.00

 *****         TOTAL JOB     001                                                                       0.00            0.00         0.00

    JOB NO. 002
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70902100000
E227797         D. T. QUINN   1                                                                                                   114.50
               TOTAL MATERIAL       ****************************************************               0.00            0.00       114.50

   ***         TOTAL ACCOUNT 70902100000                                                               0.00            0.00       114.50
               TOTAL MATERIAL       ****************************************************               0.00            0.00       114.50

  ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                                   0.00            0.00       114.50

               TOTAL MATERIAL       ****************************************************               0.00            0.00       114.50
 *****         TOTAL JOB     002                                                                       0.00            0.00       114.50

    JOB NO. 008
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70921100000
PR 7342  PDA7692 SIGNAL FACILITY RELOCATION                          HRS                                                           53.80
PR 7342  PDA7693 SIGNAL FACILITY RELOCATION                          HRS                                                          632.15
PR 7342  SIG7692 SIGNAL FACILITY RELOCATION                       88 HRS                                                        1,129.91
PR 7342  SIG7693 SIGNAL FACILITY RELOCATION                      368 HRS                                                        4,938.88
               TOTAL LABOR          ****************************************************               0.00            0.00     6,754.74

   ***         TOTAL ACCOUNT 70921100000                                                               0.00            0.00     6,754.74
               TOTAL LABOR          ****************************************************               0.00            0.00     6,754.74

  ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                                   0.00            0.00     6,754.74
               TOTAL LABOR          ****************************************************               0.00            0.00     6,754.74
 *****         TOTAL JOB     008                                                                       0.00            0.00     6,754.74

******         WORK ORDER TOTAL                                                                        0.00            0.00     6,869.24
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MANAGER PROPERTY ACCTG - BIN 32               FORM 13348                257.07.17                    PAGE    1
WORK ORDER  34273                     UNION PACIFIC RAILROAD COMPANY
JOB NO.     002                  DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    70902100010                        AUGUST    1984

DOCUMENT     DESCRIPTION                            TYP QUANTITY UNIT    UNIT PRICE  ADDITIONS       OPERATING     OTHER
  REF                                                                              BETTERMENTS      EXPENSE       EXPENSE
                                                                                   RETIREMENTS

 TRACK NO./SHOP ORDER NO. 000000
TE 1038  PR028   071984 ENGR PR/COH & ROE         2 hrs
                 TOTAL LABOR        *********************************************                                  37.87
                                                                                        0.00           0.00         37.87

   ***           TOTAL ACCOUNT 70902100010
                                                                                        0.00           0.00         37.87
1.50
 ACCT. NO.  70921100000
PR 7402  TRK7597 ACCOUNTS RECOLLECTIBLE                         16 HRS
                 TOTAL LABOR        *********************************************                                 185.61
                                                                                        0.00           0.00        185.61

   ***           TOTAL ACCOUNT 70921100000                                              0.00           0.00        185.61
                 TOTAL LABOR        *********************************************      0.00           0.00        223.48

  ****           TOTAL TRACK NO./SHOP ORDER NO. 000000                                  0.00           0.00        223.48
                 TOTAL LABOR        *********************************************      0.00           0.00        223.48
 *****           TOTAL JOB     002                                                      0.00           0.00        223.48

******           WORK ORDER TOTAL
                                                                                        0.00           0.00        223.48
```

③

OREGON STATE HIGHWAY DIVISION

6/10, 19 85

REQUEST FOR WARRANT

Payable To: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: EFR-BRF-19(7)
Hwy. Agr. No.:
Contract No.: 9875

Project: Umatilla River (Riverside Dr)
Estimate No.: 3
Period Covered: April 1985
UPRR ~~Work Order~~ **No.:** 34273

Invoice or Billing	Description	Total Amount To Date	Previous Amount	Present Amount
	Est. #1	26,068.50	26,068.50	
	Est #2 (was under paid by 3901.63)	75,359.03		3901.63 ↔
231897	dated 5/20/85	19980.92		19980.92
	Less Additives in Excess of 50%	⟨29,597.75⟩	⟨24,245.71⟩	⟨5352.04⟩

Totals	91810.70	73280.19	18,530.51
Retained 5 %	4590.54	3664.11	926.53
Total Payments	87,220.16	69,615.38	17,603.98

TEC 91,000 [illegible]
TEC 98,000 [illegible]

PREFIX	FUNCTION	SUB. FUNC	OBJECT	P/N GROUP	AMOUNT		DR (CR)
30-1001	285	05	70	1P	2430	40	Dr
✓	✓	✓	✓	✓	3901	63	Dr
✓	284	02	✓	✓	12198	48	Dr
✓	205	05	✓	✓	316	60	CR
✓	205	02	✓	✓	609	9.	CR

Prepared by:
Dealyne Wickham

Approved by:
V.E. Strong

Form 81-734-1359 (9-78)

UNION PACIFIC RAILROAD COMPANY
1416 DODGE ST., OMAHA, NEBRASKA 179

FORM 130-A
(Rev. 11-77)

Please remit to Manager - Banking Operations at the above address. If you need further information, contact Manager - Ledgers & Financial Reporting, referring to Bill Number, Patron Code and Date.

State Of Oregon
Department Of Transportation
Highway Division
Salem, Oregon 97310

BILL NO. 231897
PATRON CODE
MONTH'S ACCOUNT 5-85
GBWO DEPT. NO. 390
DATE May 20, 1985

For expense incurred for the reconstruction of Riverside Drive underpass Br. 217.14 Shift or relocate signal and communication facilities. Retire present Bridge 217.14 and related facilities.

Project ID. No. UORBV-777
DOT No. 809-026S
CA #136105

UPRR Work Order No. 34273

Fourth Progressive Billing
(per detail attached)

	19980 92
Less Add. in excess of 5%	5,352.04
	14,628.88

30-1001-284-02 - $16,890.02
30-1001-285-05 - $3,090.90

APPROVED
PREFIX
Proj. Mgr.
DATE 6-7-85

PAYABLE UPON RECEIPT
To assure proper credit to your account, please return duplicate copy with your remittance.

PAY THIS AMOUNT → 19980 92

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14
Description of Work: reconstruction of Riverside Drive underpass
Project No. D.O.T. 809-0265
CA# 136105
Billed in Accordance with UPRR Non-Tariff Billing Procedure
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 4 April 1985
Labor:

Trk. 1030	104 hrs.	1113.24
Trk. 0901	12 hrs.	176.28
Flagging 7123	550 hrs.	8132.32
Plus 101.22% Labor additive on 1289.52		1305.26
Plus 107.69% Labor additive on 8132.32		8757.70
Vouchers:		
Voucher E257502		496.12
Total Progressive No. 4		19980.92

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 MANAGER PROPERTY ACCTG - BIN 32                            FORM 13348                   127.22.40                      PAGE    1
 WORK ORDER  34273                                UNION PACIFIC RAILROAD COMPANY
 JOB NO.     002                             DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
 ACCT NO.    70902100000                                APRIL     1985

 DOCUMENT      DESCRIPTION                                TYP QUANTITY UNIT      UNIT PRICE   ADDITIONS       OPERATING       OTHER
   REF                                                                                       BETTERMENTS       EXPENSE       EXPENSE
                                                                                             RETIREMENTS

  TRACK NO./SHOP ORDER NO. 000000
E257502          H. D. MCCLUNG 1                                                                                                 496.12
                TOTAL MATERIAL      ******************************************************          0.00             0.00        496.12

    ***         TOTAL ACCOUNT 70902100000                                                           0.00             0.00        496.12

  ACCT. NO.  70921100000
PR 1031  TRK1030 ACCOUNTS RECOLLECTIBLE                            104 HRS                                                     1,113.24
                TOTAL LABOR         ******************************************************          0.00             0.00      1,113.24

    ***         TOTAL ACCOUNT 70921100000                                                           0.00             0.00      1,113.24
                TOTAL LABOR         ******************************************************          0.00             0.00      1,113.24
                TOTAL MATERIAL      ******************************************************          0.00             0.00        496.12

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                               0.00             0.00      1,609.36

                TOTAL LABOR         ******************************************************          0.00             0.00      1,113.24
                TOTAL MATERIAL      ******************************************************          0.00             0.00        496.12
  *****         TOTAL JOB     002                                                                   0.00             0.00      1,609.36

     JOB NO. 007
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70902100010
TE 1038  TR0901  031985 COM 9013 (HATLEY)                          12 HRS                                                        176.28
                TOTAL LABOR         ******************************************************          0.00             0.00        176.28

    ***         TOTAL ACCOUNT 70902100010                                                           0.00             0.00        176.28
                TOTAL LABOR         ******************************************************          0.00             0.00        176.28

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                               0.00             0.00        176.28

                TOTAL LABOR         ******************************************************          0.00             0.00        176.28
  *****         TOTAL JOB     007                                                                   0.00             0.00        176.28

     JOB NO. 009
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7121  TRK7123 FLAGGING, ROADWAY WATCHMEN                       279 HRS                                                      4,180.22
PR 7122  TRK7123 FLAGGING, ROADWAY WATCHMEN                       271 HRS                                                      3,952.10
                TOTAL LABOR         ******************************************************          0.00             0.00      8,132.32

    ***         TOTAL ACCOUNT 70921100000                                                           0.00             0.00      8,132.32
                TOTAL LABOR         ******************************************************          0.00             0.00      8,132.32

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                               0.00             0.00      8,132.32
                TOTAL LABOR         ******************************************************          0.00             0.00      8,132.32
```

```
*****     TOTAL JOB    009                                      0.00          0.00       8,132.32
******    WORK ORDER TOTAL                                      0.00          0.00       9,917.96
```

③ 9:75

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: FFR-BRF-19(7)

Hwy. Agr. No.:

Contract No.: 9875

Project: Umatilla River (Riverside Dr)

Period Covered: May 1985

Estimate No.: 4

UPRR ~~Work Ord~~er No.: 34273

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
233105	SFO # 2 (Protective Costs)	96,859.35	82,200.15	14659.20
	SFO # 5 (Other R/R Work)	40,314.90	39 208.30	1106.60
	Less Additives in excess of 50%	<33,459.56>	<29,597.75>	<3861.81>
	Totals	103,714.69	91810.70	11903.99
	Retained 5 %	5185.73	4590.54	595.19
	Total Payments	98,528.96	87220.16	11308.80

Approved by: V.E. Stog

Prepared by: Rosalyn Weilham

Common Data Elements

Doc. No. RW 1199

0,8,0,8,8,5
Month Day Year

Agency 02 Vendor # 0000 990105 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	223	C09875	011	8008	336			233105	110660		SFO #05	
02	✓	✓	✓	✓	338			233105-A	14659.20		SFO #02	
03	236	✓	✓	✓				233105-R	595.19	C09875U		
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

UNION PACIFIC RAILROAD COMPANY

1416 DODGE ST., OMAHA, NEBRASKA 68179

UNION PACIFIC

FORM 130-A
(Rev. 11-77)

Please remit to Manager - Banking Operations at the above address. If you need further information, contact Manager - Ledgers & Financial Reporting, referring to Bill Number, Patron Code and Date.

State of Oregon
Dept of Transportation
Highway Division
Salem, Oregon 97310

BILL NO. 233305

PATRON CODE

MONTH'S ACCOUNT 6-85

GBWO DEPT. NO. 537

DATE June 27, 1985

For expense incurred for the reconsdruction of Riverside Drive underpass Br. 217-14 shift or relocate signal and communication facilities. Retire present Bridge 217.14 and related facilities.

Project ID. No. UORBV-777
DOT No. 809-026S
CA # 136105

UPRR Work Order No. 34273

Fifth Progressive Billing
(per detail attached)

15765	80	
⟨3861	81⟩	Less Additives in excess of 50%
11,903.99		

APPROVED
PREFIX
Proj. Mgr.
DATE 7-31-85

C09875-284-02 #14,659.20
C09875-285-05 # 1,106.60

APPROVED
Warren
ENGINEER

PAYABLE UPON RECEIPT

To assure proper credit to your account, please return duplicate copy with your remittance.

PAY THIS AMOUNT → 15765 80

①

Uni[illegible] Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedu
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 5 - May 1985

Labor: trk 1030 engineering 18 hrs.	225.94
Plus ~~107.69~~ 50.00 % labor additive on 22594	112.97 ~~243.32~~
	338.91 ~~469.26~~
trk 7123 flagging 494 hrs.	7285.16
Plus ~~101.22~~ 50% labor additive on 7285 16	3642.58 ~~7374.04~~
C 09875-284-02 →	~~14,659.20~~ 10,927.74
Vouchers:	338.91 ~~469.26~~
Voucher E373943	637.34
C09875 - 285-05 →	~~1,106.60~~ 976.25
Total Progressive No. 5	15,765.80

①

MANAGER PROPERTY ACCTG - BIN 32 FORM 13348 158.23.23 PAGE 1
WORK ORDER 34273
JOB NO. 002
ACCT NO. 20100600000

UNION PACIFIC RAILROAD COMPANY
DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
MAY 1985

DOCUMENT REF	DESCRIPTION	TYP QUANTITY UNIT	UNIT PRICE	ADDITIONS BETTERMENTS RETIREMENTS	OPERATING EXPENSE	OTHER EXPENSE
	TRACK NO./SHOP ORDER NO. 000000					
PR 1031	TRK1030 ~~OPERATING EXPENSE (ORD MAINT)~~ Engineering	22 HRS			227.90	
PR 1032	TRK1030 ~~OPERATING EXPENSE (ORD MAINT)~~	40 HRS			414.37	
	TOTAL LABOR	******************************	******************	0.00	642.27	0.00
	TOTAL LABOR	******************************	******************	0.00	642.27	0.00
***	TOTAL ACCOUNT 20100600000			0.00	642.27	0.00
	ACCT. NO. 70902100000					
E373943	H. D. MCCLUNG 1					637.34
	TOTAL MATERIAL	******************************	******************	0.00	0.00	637.34
***	TOTAL ACCOUNT 70902100000			0.00	0.00	637.34
	ACCT. NO. 70921100000					
PR 1032	TRK1030 ~~ACCOUNTS RECOLLECTIBLE~~ Engineering	18 HRS ✓				225.94
	TOTAL LABOR	******************************	******************	0.00	0.00	225.94
***	TOTAL ACCOUNT 70921100000			0.00	0.00	225.94
	TOTAL LABOR	******************************	******************	0.00	642.27	225.94
	TOTAL MATERIAL	******************************	******************	0.00	0.00	637.34
****	TOTAL TRACK NO./SHOP ORDER NO. 000000			0.00	642.27	863.28
	TOTAL LABOR	******************************	******************	0.00	642.27	225.94
	TOTAL MATERIAL	******************************	******************	0.00	0.00	637.34
*****	TOTAL JOB 002			0.00	642.27	863.28
	JOB NO. 009					
	TRACK NO./SHOP ORDER NO. 000000					
	ACCT. NO. 70921100000					
PR 7122	TRK7123 FLAGGING, ROADWAY WATCHMEN	211 HRS				3,216.13
PR 7121	TRK7123 FLAGGING, ROADWAY WATCHMEN	283 HRS				4,069.03
	TOTAL LABOR	******************************	******************	0.00	0.00	7,285.16
***	TOTAL ACCOUNT 70921100000			0.00	0.00	7,285.16
	TOTAL LABOR	******************************	******************	0.00	0.00	7,285.16
****	TOTAL TRACK NO./SHOP ORDER NO. 000000			0.00	0.00	7,285.16
	TOTAL LABOR	******************************	******************	0.00	0.00	7,285.16
*****	TOTAL JOB 009			0.00	0.00	7,285.16
******	WORK ORDER TOTAL			0.00	642.27	8,148.44

UNION PACIFIC RAILROAD COMPANY
1416 DODGE ST., OMAHA, NEBRASKA 68179

FORM 130-A
(Rev. 11-77)

ase remit to Manager - Banking
erations at the above address.
you need further information,
ntact Manager - Ledgers &
nancial Reporting, referring to
Number, Patron Code and Date.

231091
BILL NO.
PATRON CODE
MONTH'S ACCOUNT 4-85
GBWO DEPT. NO. 302
DATE April 22, 1985

State Of Oregon
Department Of Transportation
Highway Division
Salem, Oregon 97310

For expense incurred for the reconstruction of Riverside Drive underpass Br. 217.14 Shift or relocate signal and communication facilities. Retire present Bridge 217.14 and related facilities.

Project Id. No. UORBV-777
DOT No. 809-026S
CA # 136105

UPRR Work Order No. 34273

Third Progressive Billing
(per detail attached)

	21772	74

AP
PREFIX 30-1001-285-05
Proj.
DATE 5-9-85

Other 30-1001-285-05 = $4,495.99
Flagging 30-1001-284-02 = $17,2[illegible]6.75

PAYABLE UPON RECEIPT
assure proper credit to your account, please return duplicate copy with your remittance.

PAY THIS AMOUNT →	21772	74

Flagging [illegible] 0123 5841.[illegible] 8504.40
Plus 107.69% [illegible] 1926.75 Engr 2074.92
Plus 101.32% on 8586.00 Flagg 8690.15
Vouchers 2194.[illegible]

Total Progressive No 3 $21772.74

ıit to Manager - Banking.
ɔns at the above address.
ı need further information,
.tact Manager - Ledgers &
ıancial Reporting, referring to
Bill Number, Patron Code and Date.

UNION PACIFIC RAILROAD COMPANY

14[illegible] DODGE ST., OMAHA, NEBRASK[illegible] 68179

FORM 1
(Rev. 11

State of Oregon
Department of Transportation
Highway Division
Salem, Oregon 97310

BILL NO. 229393
PATRON CODE
MONTH'S ACCOUNT 2-85
GBWO DEPT. NO. 114
DATE February 22, 198

For expense incurred for the reconstruction of Riverside Drive underpass Br. 217.14 Shift or relocate 2,426 ft. of main track and relocate signal and communication facilities. Retire present Bridge 217.14 and related facilities.

Project Id. No. UORBV-777
DOT NO. 809-026S
CA # 136105

UPRR Work Order No. 34273

First Progressive Billing (per detail attached) — 53586 29

APPROVED
PREFIX 30-1001-285-05
Proj. mgr.
DATE 5-9-85

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA JUN 19 1985 ☐

RECEIVED
REGION 5 OFFICE

PAYABLE UPON RECEIPT

To assure proper credit to your account, please return duplicate copy with your remittance.

PAY THIS AMOUNT → 53586 2

6/13/85 cy Penner — Per phone call - Need cost split & return 1st page showing distribution

6/24/85 Revised Cost Shirley

30-1001-284-02 = 25,866.51
30-1001-285-05 = 27,719.78

JUN 27 1985

RECEIVED
JUN 17 1985
☐RE ☐ARE

1 ①

STATE OF OREGON
HIGHWAY ACCOUNTING
CONTRACT ACCOUNTING UNIT - 378-6232

INTEROFFICE MEMO

~~TO:~~ Tom Penner
Project Manager

DATE: 7/27/85

~~FROM:~~ TO Janice H. Peterson, Supervisor
Contract Accounting

SUBJECT: Company: UPRR
Billing No.: 233105
Amount: 15765.80
Project: Riverside Drive Underpass
Prefix:
FAP No.: FFR-BRF-19(7)

Attached is an original billing. Please xerox a copy for your records.

The original bill must be approved by the Project Manager and Region Engineer on the face of the billing and returned to the Contract Accounting Unit. Include the prefix, Order for Force Work number and Federal Aid Coding, if applicable.

IF THE PROJECT IS COMPLETE, PLEASE FURNISH THE ENGINEER"S FINAL REPORT AND ENGINEER"S LOG BOOK. THESE WILL BE MADE A PART OF THE AUDIT FILE.

JHP:cw

RECEIVED
JUL 30 1985
☑RE ☑ARE

81-125-1307

③ 9875

OREGON STATE HIGHWAY DIVISION

REQUEST FOR WARRANT

Payable to: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: FFR-BRF-19(7)
Hwy. Agr. No.:
Contract No.: 9875

Project: Umatilla River (Riverside Dr)
Estimate No.: 5
Period Covered: June 1985
UPRR ~~Work Order~~ No.: 34273

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
234103	SFO#2 (Protective Costs)	111,197.52	96,859.35	14338.17
	SFO#5 (Other R/R Work)	42,512.55	40,314.90	2197.65
	Less Additives in excess of 50%	⟨37600.21⟩	⟨33459.56⟩	⟨4140.65⟩

	Total Amount to Date	Previous Amount	Present Amount
Totals	116,109.86	103714.69	12395.17
Retained 5 %	5,805.49	5185.73	619.76
Total Payments	110,304.37	98528.96	11775.41

Approved by: V.E. [illegible]

Prepared by: Roselyn Wickham

Common Data Elements 2186
Doc. No. RW

0 9 0 4 8 5
Month Day Year

Agency 02 Vendor # 0000990105 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	223	C09875	011	8008	338			234103	10,688.43		SFO#02	
02	✓	✓	✓	✓	336			234103-A	1706.74		SFO#05	
03	236	✓	✓	✓				234-103-R	⟨619.76⟩	C09875U		
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

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FORM 132-1

UNION PACIFIC RAILROAD COMPANY

1416 DODGE ST., OMAHA, NEBRASKA 68179

Please remit to Manager - Banking Operations at the above address.

If you need further information contact Manager - Ledgers & Financial Reporting, referring to Bill Number, Patron Code and Date.

BILL NO. 234103

PATRON CODE

MONTH'S ACCOUNT 7-85

GBWID DEPT. NO. 617

DATE 7-25-85

State of Oregon
Department of Transportation
Highway Division
Salem, Oregon 97310

To Assure Proper Credit To Your Account, Please Detach Top Portion and Include With Your Remittance.

For expense incurred for the reconstruction of Riverside Drive underpass Br. 217-14 shift or relocate signal and communication facilities. Retire present Bridge 217.14 and related facilities.

APPROVED

Project I.D # UORBV-777

DOT No. 809-026 S

CA# 136105

UPRR Work Order No. 34273

Sixth Progressive Billing (per detail attached)

EA	ACT	FO#	
C09875	-284-	02	14,338,1
C09875	-285-	05	2,197.6

16,535 82

PAYABLE UPON RECEIPT

PAY THIS AMOUNT → 16,535 82

Less Additives in Excess of 50% <4,140.65>

12,395.17

BILL NO.

UNION PACIFIC RAILROAD COMPANY

DATE

Distribution: White - Customer ; Canary - Accounting Dept.; Pink - Mgr. - L&FR; Blue - Record Copy

I hereby certify that the above account is correct:	Approved: C.D. Campbell	Examined and Approved:
(Title)	(Title) FOR MGR. - BILLING & CONTRACTS	For Manager - Billing and Contracts

DISTRIBUTION DATA AND PUNCH CARD COLUMN NUMBER

FORM 5040 CODE NO.

Char (4)	ACCOUNT I.C.C. Acct. (6)	Sub. Acct. (7)	Sub-Sub Acct (8)	R & E or Shop Order (9)	Amount (10)	Work Order No. (11)	Job No.	COST DISTRIBUTION Cost Center (12)	Cost Code (13)	Name of Account or Other Information (None)
					See Form 131-2					

①

FORM 131-2 (Rev. 12-77)

UNION PACIFIC RAILROAD COMPANY

BILLS COLLECTIBLE EXTENSION SHEET

DISTRIBUTION DATA AND PUNCH CARD COLUMN NUMBER

BILL NO. ____________________

FORM 5040 CODE NO.

Char	ACCOUNT			R & E or Shop Order	Amount		Work Order No.	Job No.	COST DISTRIBUTION		Name of Account or Other Information
	I.C.C. Acct.	Sub. Acct.	Sub-Sub Acct						Cost Center	Cost Code	
(4)	(6)	(7)	(8)	(9)	(10)		(11)		(12)	(13)	(None)
	201	006			3688	22			71999	2983	
	202				17,290	89			71989	2983	
	275				672	30			99501	7337	
	275				128	06			95081	7610	
	277				1940	67			71989	2984	
	285	532			964	12			71989	2984	
	709	021	00010		8148	44	34273				AIR

①

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14
Description of Work: reconstruction of Riverside Drive underpass
Project No. D.O.T. 809-026 S
CA# 136105
Billed in Accordance with UPRR Non-Tariff Billing Procedure
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 6 - June 1985

Labor:		
Trk 1030 Eng. 22 hrs	227.90	
Trk 1030 Eng. 40 hrs	414.37	
Plus 50 ~~107.69~~% labor additive on 642.27	~~691.66~~	321.14
Com. 9013 Hatley 16 hrs	235.04	
Plus 50 ~~101.22~~% labor additive on 235.04	~~237.91~~	117.52
Trk 7123 Flagging 245 hrs.	3588.77	
Trk 7123 Flagging 243 hrs.	3536.85	
Plus 50 ~~101.22~~% labor additive on ~~7165.22~~ 7125.62	~~7212.55~~	3562.81
Vouchers:	390.77	
Voucher E415086 H.D. McClung		
Voucher E416693 R.M. McFaden	12,395.17	

APPROVED
PREFIX C09875
Proj. Mgr.
DATE 8/22/85

Total Progressive No. 6	16,535.82	
C09875-284-02	$ 14,338.17	10,688.43
C09875-285-05	$ 2,197.65	1,706.74

```
MANAGER PROPERTY ACCTG - BIN 32                        FORM 13348             189.13.47                      PAGE    1
WORK ORDER  34273                              UNION PACIFIC RAILROAD COMPANY
JOB NO.     002                            DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    20100600000                                JUNE      1985

DOCUMENT      DESCRIPTION                                    TYP QUANTITY UNIT      UNIT PRICE  ADDITIONS       OPERATING      OTHER
  REF                                                                                          BETTERMENTS      EXPENSE       EXPENSE
                                                                                               RETIREMENTS

 TRACK NO./SHOP ORDER NO. 000000
PR 1032  TRK1030 OPERATING EXPENSE (ORD MAINT)                    16 HRS                                        171.27
PR 1031  TRK1030 OFERATING EXPENSE (ORD MAINT)                    56 HRS                                        599.44
TE 1038  PR 1031 051985 TRK 1030 OP. EXPENSE                      22 HRS                                        227.90-
TE 1038  PR 1032 051985 TRK 1030 OP. EXPENSE                      40 HRS                                        414.37-
                  TOTAL LABOR        ****************************************************       0.00           128.44          0.00
                  TOTAL LABOR        ****************************************************       0.00           128.44          0.00

   ***            TOTAL ACCOUNT 20100600000                                                     0.00           128.44          0.00

 ACCT. NO.  70902100000
E415086            H. D. MCCLUNG 1                                                                                           256.30
E416693            R. M. MCFADZEN1                                                                                           134.47
                  TOTAL MATERIAL     ****************************************************       0.00             0.00        390.77

   ***            TOTAL ACCOUNT 70902100000                                                     0.00             0.00        390.77

 ACCT. NO.  70902100010
TE 1038  PR 1031 051985 TRK 1030 OP. EXPENSE                      22 HRS                                                     227.90
TE 1038  PR 1032 051985 TRK 1030 OP. EXPENSE                      40 HRS                                                     414.37
                  TOTAL LABOR        ****************************************************       0.00             0.00        642.27

   ***            TOTAL ACCOUNT 70902100010                                                     0.00             0.00        642.27
                  TOTAL LABOR        ****************************************************       0.00           128.44        642.27
                  TOTAL MATERIAL     ****************************************************       0.00             0.00        390.77

  ****            TOTAL TRACK NO./SHOP ORDER NO. 000000                                         0.00           128.44      1,033.04

                  TOTAL LABOR        ****************************************************       0.00           128.44        642.27
                  TOTAL MATERIAL     ****************************************************       0.00             0.00        390.77
  *****           TOTAL JOB     002                                                             0.00           128.44      1,033.04

    JOB NO. 007
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70902100010
TE 1038  TR0902  041985 COM 9013 (HATLEY)                         16 HRS                                                     235.04
                  TOTAL LABOR        ****************************************************       0.00             0.00        235.04

   ***            TOTAL ACCOUNT 70902100010                                                     0.00             0.00        235.04
                  TOTAL LABOR        ****************************************************       0.00             0.00        235.04

  ****            TOTAL TRACK NO./SHOP ORDER NO. 000000                                         0.00             0.00        235.04

                  TOTAL LABOR        ****************************************************       0.00             0.00        235.04
  *****           TOTAL JOB     007                                                             0.00             0.00        235.04
 MANAGER PROPERTY ACCTG - BIN 32                            FORM 13348                   189.13.47                        PAGE    2
 WORK ORDER  34273                                 UNION PACIFIC RAILROAD COMPANY
 JOB NO.     009                              DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
 ACCT NO.    70921100000                                  JUNE      1985

 DOCUMENT     DESCRIPTION                                 TYP QUANTITY UNIT      UNIT PRICE  ADDITIONS       OPERATING       OTHER
  REF                                                                                       BETTERMENTS      EXPENSE       EXPENSE
                                                                                            RETIREMENTS

     JOB NO. 009
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7121  TRK7123 FLAGGING, ROADWAY WATCHMEN                        245 HRS                                                  3,588.77
PR 7122  TRK7123 FLAGGING, ROADWAY WATCHMEN                        243 HRS                                                  3,536.85
                TOTAL LABOR       ******************************************************          0.00            0.00      7,125.62

    ***         TOTAL ACCOUNT 70921100000                                                         0.00            0.00      7,125.62
                TOTAL LABOR       ******************************************************          0.00            0.00      7,125.62

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                             0.00            0.00      7,125.62
                TOTAL LABOR       ******************************************************          0.00            0.00      7,125.62
  *****         TOTAL JOB     009                                                                 0.00            0.00      7,125.62

 ******         WORK ORDER TOTAL                                                                  0.00          128.44      8,393.70
```

①

STATE OF OREGON
HIGHWAY ACCOUNTING
CONTRACT ACCOUNTING UNIT - 378-6232

INTEROFFICE MEMO

TO: Tom Penner
Project Manager

DATE: 8/20/85

FROM: Janice H. Peterson, Supervisor
Contract Accounting

SUBJECT: Company: UPRR
Billing No.: 234103
Amount: 16,535.82
Project: Riverside Dr Underpass
Prefix:
FAP No.: FFR-BRF-19(7)

Attached is an original billing. Please xerox a copy for your records.

The original bill must be approved by the Project Manager and Region Engineer on the face of the billing and returned to the Contract Accounting Unit. Include the prefix, Order for Force Work number and Federal Aid Coding, if applicable.

IF THE PROJECT IS COMPLETE, PLEASE FURNISH THE ENGINEER"S FINAL REPORT AND ENGINEER"S LOG BOOK. THESE WILL BE MADE A PART OF THE AUDIT FILE.

JHP:cw

RECEIVED
AUG 22 1985
☐RE ☐ARE

81-125-1987

③

OREGON STATE HIGHWAY DIVISION REQUEST FOR WARRANT

Payable to: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: FFR-BRF-19(7)
Hwy. Agr. No.:
Contract No.: 9875

Project: Umatilla River (Riverside Dr)
Period Covered: July 1985

Estimate No.: 6
UPRR ~~Work Order~~ No.: 34273

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
235250	SFO#2 (Protective Costs)	113487.77	111,197.52	2290.25
	SFO#5 (Other R/R Work)	55619.66	42,512.55	13107.11
	Less Additives in excess of 50%	<41,488.78>	<37,600.21>	<3888.57>
	Amount overpaid on Est. #4		3861.81	<3861.81>
	Totals	127618.65	119,971.67	7646.98
	Retained 5 %	6380.93	5805.49	575.44
	Total Payments	121,237.72	114,166.18	7071.54

Approved by: V. E.

Prepared by: Wickham

pd 76553.62
98,000
pd 51065.03

Common Data Elements

Doc. No. RW 3061

09 26 85
Month Day Year

Agency 02 Vendor C00990105 Suf. 00 Ref. Doc./Suf. ____ Check No. ____

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	424	C09875	011	8008	338			235250	<1993.40>		SFO#02	
02	223	✓	✓	✓	336			235250-A	9640.38		SFO#05	
03	236	✓	✓	✓				235250-R	<575.44>	C098754		
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

①

UNION PACIFIC RAILROAD COMPANY

FORM 132-1
(Rev. 6-85)

Remit Payment To:

P.O. BOX 3443 - A
DOWNTOWN STATION
OMAHA, NE 68181-0443

ORIGINAL

BILL NO 235250

FILE

MONTH'S ACCOUNT 8-85

GBUO DEPT. NO 657

DATE 8/23/85

State of Oregon
Department of Transportation
Highway Division
Salem, Oregon 97310

Correspondence To: Asst. Manager - Receivable Accounting, MC 7120, 1416 Dodge St., Omaha, NE 68179

For expense incurred for the reconstruction of Riverside Drive underpass Br. 213-14. Retire present Bridge 217-14 and related facilities.	15,397 36
Project ID No. UORBV-777, DOT # 8C9-036.5, Contract Audit No. 136105 U.P.R.R. Work Order No. 34273 Seventh Progressive Billing	
PAYABLE UPON RECEIPT	PAY THIS AMOUNT 15,397 36

Union Pacific Railroad Company
W.O.

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-026S
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedure Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

APPROVED
PREFIX C09875
Proj. Mgr.
DATE 9/13/85

Progressive Billing No.

Labor:

PR 1031	Trk 1030	56 hrs	599.44
PR 1032	Trk 1030	16 hrs	171.27
PR 1031	Trk 1030	18 hrs	186.46
PR 7122	Flagging	270 hrs	3727.54
PR 7123	Flagging	308 hrs	3786.28

Plus 50% ~~107.6~~9% labor additive on 957.17 ~~1030.78~~ 478.59
Plus ~~101.~~72% 50% labor additive on 6513.82 ~~6593.29~~ 3256.91

Vouchers:
E457248 H. D. McClung 302.30

~~15,397.36~~ 11,508.79

Total Progressive No. 7 ~~15397.36~~

30-1001-284-02 — 2,290.25 labor 1738.06
30-1001-285-05 — 13,107.11 Flagging 977073

①

```
MANAGER PROPERTY ACCTG - BIN 32                         FORM 13348                220.01.48                    PAGE    1
WORK ORDER   34273                              UNION PACIFIC RAILROAD COMPANY
JOB NO.      002                          DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.     20100000000                                JULY      1985

DOCUMENT      DESCRIPTION                              TYP QUANTITY UNIT      UNIT PRICE  ADDITIONS     OPERATING      OTHER
  REF                                                                                     BETTERMENTS    EXPENSE      EXPENSE
                                                                                          RETIREMENTS

 TRACK NO./SHOP ORDER NO. 000000
TE 1038  PR 1031 061985 TRK 1030 OE ORD MNTNC                  56 HRS                                   599.44-
TE 1038  PR 1032 061985 TRK 1030 OE ORD MNTNC                  16 HRS                                   171.27-
                 TOTAL LABOR      *******************************************************    0.00       770.71-         0.00
                 TOTAL LABOR      *******************************************************    0.00       770.71-         0.00

   ***           TOTAL ACCOUNT 20100000000                                                   0.00       770.71-         0.00

 ACCT. NO.  70902100000
E457248          H. D. MCCLUNG 1                                                                                      302.3
                 TOTAL MATERIAL   *******************************************************    0.00         0.00        302.30

   ***           TOTAL ACCOUNT 70902100000                                                   0.00         0.00        302.30

 ACCT. NO.  70902100010
TE 1038  PR 1031 061985 TRK 1030 OE ORD MNTNC                  56 HRS                                                 599.44
TE 1038  PR 1032 061985 TRK 1030 OE ORD MNTNC                  16 HRS                                                 171.27
                 TOTAL LABOR      *******************************************************    0.00         0.00        770.71

   ***           TOTAL ACCOUNT 70902100010                                                   0.00         0.00        770.71

 ACCT. NO.  70921100000
PR 1031  TRK1030 ACCOUNTS RECOLLECTIBLE                        18 HRS                                                 186.46
                 TOTAL LABOR      *******************************************************    0.00         0.00        186.46

   ***           TOTAL ACCOUNT 70921100000                                                   0.00         0.00        186.46
                 TOTAL LABOR      *******************************************************    0.00       770.71-       957.17
                 TOTAL MATERIAL   *******************************************************    0.00         0.00        302.30

  ****           TOTAL TRACK NO./SHOP ORDER NO. 000000                                       0.00       770.71-     1,259.47

                 TOTAL LABOR      *******************************************************    0.00       770.71-       957.
                 TOTAL MATERIAL   *******************************************************    0.00         0.00        302.30
 *****           TOTAL JOB     002                                                           0.00       770.71-     1,259.47

    JOB NO. 009
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70921100000
PR 7122  TRK7123 FLAGGING, ROADWAY WATCHMEN                   270 HRS                                               3,727.54
PR 7121  TRK7123 FLAGGING, ROADWAY WATCHMEN                   208 HRS                                               2,786.28
                 TOTAL LABOR      *******************************************************    0.00         0.00      6,513.82

   ***           TOTAL ACCOUNT 70921100000                                                   0.00         0.00      6,513.82
                 TOTAL LABOR      *******************************************************    0.00         0.00      6,513.82

  ****           TOTAL TRACK NO./SHOP ORDER NO. 000000                                       0.00         0.00      6,513.82
```

N BER 08 13/85 4 319 FISCAL YR 86 EGON STATE HIGHWAY DIVISION VOUCHER RECORD

INVOICE DATE	INVOICE NUMBER OR DESCRIPTION	GROSS AMOUNT	DISCOUNT/ INTEREST	NET AMOUNT
08/08/85	233105			$1,106.60
08/08/85	233105-A			$14,659.20
08/08/85	233105-R			$595.19-

Form 734-1350A

NOT NEGOTIABLE

TOTAL PAYMENT $15,170.61

HIGHWAY DIVISION
OREGON DEPARTMENT OF TRANSPORTATION

	DATE	CHECK NO.	PAY	
7 4672344	08/21/85		*****15,170 DOLLARS 61 CENTS	$ $15,170.61

TO THE ORDER OF

UNION PACIFIC RAILROAD CO 000099010500
1416 DODGE ST

OMAHA NB 68179

Doc. No. RW 1199

0,8,0,8,8,5
Month Day Year

Agency 02 Vendor #0000 990105 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	223	C09875	011	8008	336			233105	110660		SFO #05	
02	✓	✓	✓	✓	338			233105-A	14659.20		SFO #02	
03	236	✓	✓	✓				233105-R	< 595.19 >	C098751		
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

GHWAY DIVISION

REQUEST FOR WARRANT

Payable to: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: FFR-BRF-19(7)
Hwy. Agr. No.:
Contract No.: 9875

Project: Umatilla River (Riverside Dr)
Estimate No.: 4

Period Covered: May 1985
UPRR ~~Work Order~~ No.: 34273

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
233105	SFO # 2 (Protective Costs)	96,859.35	82,200.15	14659.20
	SFO # 5 (Other R/R Work)	40,314.90	39,208.30	1106.60
	Less Additives in excess of 50%	<33,459.56>	<29,597.75>	<3861.81>

Totals	103,714.69	91810.70	11903.99
Retained 5 %	5185.73	4590.54	595.19
Total Payments	98,528.96	87220.16	11308.80

Approved by: V.E. Stoog

Prepared by: Rosalyn Weckham

Common Data Elements

Doc. No. RW 1193

0,8,0,8,8,5
Month Day Year

Agency 02 Vendor #0000 990105 Suf. 00 Ref. Doc./Suf. Check No.

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	223	C09875	011	8008	336			233105	110660		SFO #05	
02	✓	✓	✓	✓	338			233105-A	14659.20		SFO #02	
03	236	✓	✓	✓				233105-R	< 595.19 >	C098751		
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

③

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: EFR-BRF-19(7)
Hwy. Agr. No.:
Contract No.: 9875

Project: Umatilla River (Riverside Dr)
Estimate No.: 7
Period Covered: September 1985
UPRR ~~Work Order~~ No.: 34273

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
236468	SFO#2 (Protective Costs)	128,102.20	113487.77	14614.43
	SFO#5 (Other R/R Work)	55,619.66	55619.66	
	Less Additives in Excess of 50%	⟨45163.88⟩	⟨41,488.78⟩	⟨3675.10⟩

	Total Amount to Date	Previous Amount	Present Amount
Totals	138,557.98	127618.65	10939.33
Retained 5 %	6927.90	6380.93	546.97
Total Payments	131,630.08	121237.72	10,392.36

Approved by: V.E. [illegible]

Prepared by: Rosalyn Wickham

SFO#5 76,553.62
#2 62,004.56

Common Data Elements

Doc. No. RW

10 15 85
Month Day Year

Agency 02 Vendor #0000990105 Suf 00 Ref. Doc./Suf. ________ Check No. ________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	223	C09875	011	8008	338			236468	10939.33		SFO#02	
02	236	✓	✓	✓				236468-R	⟨546.97⟩	C09875u		
03												
04												
05												
06												
07												
08												

11486.30

FORM NO.: 81-734-1359 (7/5/85)

①

UNION PACIFIC RAILROAD COMPANY

FORM 132-1
(Rev. 6-85)

Remit Payment To:
P.O. BOX 3443 - A
DOWNTOWN STATION
OMAHA, NE 68181-0443

ORIGINAL

BILL NO. 236168

FILE

MONTH'S ACCOUNT 9-85

6BWO DEPT. NO. 729

DATE SEP 24, 1985

STATE OF OREGON
DEPT OF TRANSPORTATION
HIGHWAY DIVISION
SALEM OREGON, 97310

Correspondence To: Asst. Manager - Receivable Accounting, MC 7120, 1416 Dodge St., Omaha, NE 68179

FOR EXPENSE INCURRED FOR THE RECONSTRUCTION of RIVERSIDE DRIVE UNDERPASS NO 217-14 AND TO RELOCATE SIGNAL AND COMMUNICATION FACILITIES

PROJECT NO UORBY-777
DOT NO 809-0265
WORK ORDER NO 34273

Less Additives in excess of 50%			<3625.10>	
Eighth PROGRESSIVE BILL PAYABLE UPON RECEIPT	PAY THIS AMOUNT →		14,614	43

① Union Pacific Railroad Company

W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedure Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 8 - September 1985

Labor:

PR 7122	Trk 7123	Flagging	257 Hrs.	3645.47
PR 7121	Trk 7123	Flagging	253 Hrs.	3529.65

Plus ~~101.22~~ % 50% labor additive on $ 7175.12 ~~7262.66~~ 3587.56

Vouchers:

Voucher E 484972 H.D. McClug	176.65
Total Progressive No. 8	~~14,614.43~~ 10,939.33

30-1001-284-02

APPROVED
PREFIX
Proj. Mgr.
DATE 10-10-85

①

STATE OF OREGON
HIGHWAY ACCOUNTING
CONTRACT ACCOUNTING UNIT - 378-6232

INTEROFFICE MEMO

TO: Tom Penner
Project Manager

DATE: 10/7/85

FROM: Janice H. Peterson, Supervisor
Contract Accounting

SUBJECT: Company: UPRR
Billing No.: 236468
Amount: 14,614.43
Project: Riverside Dr. Underpass
Prefix:
FAP No.: FFR-BRF-19(7)

Attached is an original billing. Please xerox a copy for your records.

The original bill must be approved by the Project Manager and Region Engineer on the face of the billing and returned to the Contract Accounting Unit. Include the prefix, Order for Force Work number and Federal Aid Coding, if applicable.

IF THE PROJECT IS COMPLETE, PLEASE FURNISH THE ENGINEER"S FINAL REPORT AND ENGINEER"S LOG BOOK. THESE WILL BE MADE A PART OF THE AUDIT FILE.

JHP:cw

RECEIVED
OCT 08 1985
☒RE ☒ARE

[illegible]

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-3425

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: October 23, 1985

FROM: Matt Christenson Matt Christenson
Staff Auditor

SUBJECT: Audit Report No. 110
City of Pendleton
Umatilla River (Riverside Br.)
Utility Adjustment

I have completed a desk review of the State's Force Order with the City of Pendleton, FA Project FFR-BRF-19(7). The Force Order authorized $1,619.24. FHWA approved it as of March 26, 1985 and the State accepted it on the same day. Total costs billed were $1,619.24 during the project period of May 1985.

An audit was not performed on this project because it would not be cost justified.

On January 17, 1983, FHWA granted to the Highway Division written authority to eliminate all formal audits under $5,000 for the organization mentioned in the subject of this report.

This authority was granted because their cost system has been proven reliable and is well supported by underlying documentation for both direct and indirect costs.

The City has already been paid $1,538.28; I am recommending that the remaining balance of $80.96, which is held in retainage, be released at this time.

MC:cl

APPROVED
V.E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

81-125-1387

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 8-287

INTEROFFICE MEMO

10/24/85.
Reviewed
Gene Hickam

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: October 22, 1985

FROM: Matt Christenson
Staff Auditor

SUBJECT: 110
City of Pendleton
Umatilla R. (Riverside Br)
Utility Adjustment

I have completed a desk review of the State's Force Order #3 with The city of Pendleton, FA Project EFR-BRF-19(7) The ~~agreement~~ Force Order authorized $1619.24. FHWA approved it as of March 26, 1985 and the State accepted it on The same day. Total costs billed were $1619.24 during the project period of May 1985.

An audit was not performed on this project because it would not be cost justified.

On January 17, 1983, FHWA granted to the Highway Division written authority to eliminate all formal audits under ~~$5,000~~ 3,000 for the organization mentioned in the subject of this report.

This authority was granted because their cost system has been proven reliable and is well supported by underlying documentation for both direct and indirect costs.

The City has already been paid $1538.28; I am recommending that the remaining balance of $80.96, which is held in retainage, be released at this time.

81-125-1387

Contains Recycled Materials

AUDIT STATUS REPORT

PROJECT IDENTIFICATION

VENDOR NAME City of Pendleton

VENDOR LOCATION Pendleton, OR

FAP NUMBER

STATE NUMBER

OSHD PREFIX

ASSIGNED FOR AUDIT TO (CIRCLE ONE) [✓ MC] RE GH KJ

DATE ASSIGNED 10/18/85

NO AUDIT REQUIRED (CIRCLE IF APPLICABLE)

AUDIT SCHEDULED ON (DATE)

AUDIT REPORT NO. (OPTIONAL)

(INITIAL) ASSISTANT CONTROLLER

RECOMMENDATIONS FROM CONTRACT ACCOUNTING:

RMW 10/18/85

③ **OREGON STATE HIGHWAY DIVISION** **REQUEST FOR WARRANT**

Payable to: City of Pendleton

Pendleton Or [redacted]

Project No.: FFR-BRF-19(17)

Hwy. Agr. No.:

Contract No.: 9875

Project: Umatilla R (Riverside Br) Drilling & Blasting

Estimate No.: 2 FinaL

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
3194-A	DATED 5/13/85	1619.24	1619.24	
	Totals	1619.24	1619.24	
	Retained 0 %		80.96	80.96
	Total Payments	1619.24	1538.28	80.96

Approved by: W.E.

Prepared by: Pete Gonzalez

Common Data Elements

Doc. No. RW 4972

11 05 85
Month Day Year

Agency 02 Vendor #0000254775 Suf. 00 Ref. Doc./Suf. Check No.

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	240	C09875	011	8008				3194-A	80.96	CE9875		
02												
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

③

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: City of Pendleton

Pendleton, OR

Project No.: FFR-BRF-1917)

Hwy. Agr. No.:

Contract No.: 9875

Project: Umatilla R (Riverside Br.) - Drilling + Blasting

Estimate No.: 1

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
3194	dated 5/13/85	1619.24		1619.24

R

	Total Amount to Date	Previous Amount	Present Amount
Totals	1619.24 /		1619.24
Retained 5 % Pending Audit	80.96		80.96
Total Payments	1538.28		1538.28

Approved by: V. E. Skog

Prepared by: Lealyn Wickham

Common Data Elements

Doc. No. RW 4207

10 17 85
Month Day Year

Agency 02 Vendor # 0000254775 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	223	C09875	011	8008	341			1619.24			SF0#03	
02	236	✓	✓	✓				<80.96>	CE9875			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

STATEMENT

THE CITY OF PENDLETON

PENDLETON, OREGON

OFFICE OF THE CITY RECORDER

5/13/85

Nº 3194

RECEIVED
MAY 15 1985

OSHD
Attn: Tom Penner
104 SE 12th
Pendleton, OR 97801

TP ☑RE ☐ARE

Charge for drilling and blasting for
Riverside Bridge Project.

TOtal Due $1619.24

APPROVED
PREFIX 30-1001 - 282-02
Proj. Mgr.
DATE 5-16-85

APPROVED
Warren
REGIONAL CONSTRUCTION ENGINEER

RECEIVABLE CODE 610-10140

REVENUE CODE ______

LARSON PRINT. - PENDLETON

ORDER FOR FORCE WORK

ORDER No. 3

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Pendleton CONTRACT No. 9875
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Umatilla R.(riverside) Br & UPRR U'Xing DATE April 26, 1985

HIGHWAY Oregon - Washington FAP No. FFR-BRF-19(7)

COUNTY Umatilla PREFIX 30-1001 FUNCTION 282-04

DESCRIPTION OF WORK TO BE DONE:

Drill and shoot subgrade area to place water, gas and drain pipe.

LOCATION BY STATION NUMBERS:

60± to 61± on the 'C' Line

Effective date of authorization for work 3-26-85

ESTIMATE OF QUANTITIES & COSTS:

Labor and Equipment	$ 3,228.02
Materials	1,629.70
TOTAL	$ 4,857.72 / 3 = $ 1,619.24

EXPLANATION:

This work was required to install the gas and water lines thru this area. It was also necessary to place a drain pipe in this area to pick up ground water.

The total cost is to be shared equally between the gas co., City of Pendleton and the State.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization $ 3,199,646.70

Present estimate of costs including work under this Force Order $ 3,199,646.70

Estimated Overrun Underrun Amount $ -0-

Estimated Overrun Underrun Percent -0-

UBMITTED BY:

TITLE: Project Manager

PPROVAL RECOMMENDED:

TITLE:

PPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: MAY 8
Construction or Traffic Engineer

O NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT ROJECTS.

T 669

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-BRF-19(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80274

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 26, 1985

8. FEDERAL ROUTE NUMBER FAP 19

9. STATE ROUTE NUMBER 8

10. GENERAL LOCATION:
Umatilla River (Riverside) BR & UPRR Xing Section

11. GENERAL DESCRIPTION OF WORK
Drill & shoot subgrade area to place water, gas, and drain pipe

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3-26-85 as requested in Mr. Fredrickson's letter of 9-23-85 as being cost effective for the use of Utility forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,620; Federal Funds $1.296.

CE__ CAE __ RECEIVED LS__ TC__
COE__ OM__ SA__ CC__
OE __ OCT 09 1985 FE __ CP__
CA__ PQC__
CAM __ CONSTRUCTION QCS__
EEO__ SECTION FILE__

14. DATE 10/8/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

③

OREGON STATE HIGHWAY DIVISI[illegible] **REQUEST FOR WARRANT**

Payable to: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: FFR-BRF-19(7)

Hwy. Agr. No.:

Contract No.: 9875

Project: Umatilla River (Riverside Dr.)

Estimate No.: 8

Period Covered: November 1985

UPRR ~~Work Order~~ No.: 34273

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
238673	SFO # 2 (Protective Costs)	134,383.10	128,102.20	6280.90
	SFO # 5 (Other R/R Work)	110,820.30	55,619.66	55,200.64
	Less additives in excess of 50%	⟨59,484.67⟩	⟨45,163.88⟩	⟨14,320.79⟩
	Totals	185,718.73	138,557.98	47160.75
	Retained 5 %	9,285.94	6927.90	2358.04
	Total Payments	176,432.79	131,630.08	44802.71

Approved by: T.E. Strong

Prepared by: Rosalyn Wickham

TEC 91,000 SFO#5 [illegible]
TEC 98,000 SFO#2 [illegible]86.48
189,000

Common Data Element: 6738

Doc. No. RW

12 / 8 / 85
Month Day Year

Agency 02 Vendor 0000990105 Suf. 00 Ref. Doc./Suf. Check No.

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	223	C09875	01	8008	338			238673-A	4682.12		SFO#02	
02	✓	✓	✓	✓	336			238673-B	42478.63		SFO#05	
03	236	✓	✓	✓				238673-R	⟨2358.04⟩	C09875U		
04												
05												
06												
07												
08												

49,518.79

FORM NO.: 81-734-1359 (7/5/85)

UNION PACIFIC RAILROAD COMPANY

FORM 132-1
(Rev. 6-85)

Remit Payment To:

P.O. BOX 3443 - A
DOWNTOWN STATION
OMAHA, NE 68181-0443

ORIGINAL

BILL NO. 238673

FILE

MONTH'S ACCOUNT 11/85

GBWO DEPT. NO. 972

DATE 11-25-85

State of Oregon
Department of Transportation
P.O. Box 14030
Salem, Oregon 97310

Correspondence To: Asst. Manager - Receivable Accounting, MC 7120, 1416 Dodge St., Omaha, NE 68179

For expense incurred for the reconstruction of Riverside Drive underpass Br. 213-14. Retire present Bridge 217.14 and related facilities	61481	54		
Less Add. over 50%	<14320.79>			
Project ID # UORBV-777, DOT # 809-726S, contract audit No. 136105	47160.75			
U.P.R.R. Work Order No. 34273				
Progressive Billing No. 9				
PAYABLE UPON RECEIPT	PAY THIS AMOUNT →		~~61,481~~	~~54~~

① Union Pacific Railroad Company
W. O.

Location: Pendleton, Oregon M.P. 217.14
Description of Work: reconstruction of Riverside Drive underpass
Project No. D.O.T. 809-0265
CA# 136105
Billed in Accordance with UPRR Non-Tariff Billing Proced
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 9 - November 1985

Labor: PR 1032	Trk 1030	110 hrs.	1177.46	
PR 1031	Trk 1030	24 hrs.	298.11	
PR 1032	Trk 1030	16 hrs.	179.34	
Plus ~~107.69~~ ~~46.67~~ 50 % labor additive on 1654.91			~~1782.17~~	827.46
PR 7402	Trk 7992	24 hrs	769.16	
PR 7122	Trk 7123	237 hrs	3015.40	
PR 7122	Trk 7125	183 hrs	2232.45	
PR 7132	Trk 7148	53 hrs	710.13	
PR 7302	Trk 7942	209 hrs	2900.16	
PR 7301	Trk 7903	160 hrs	1,742.23	
PR 7302	Trk 7941	169 hrs	2440.39	
PR 7302	Trk 7961	8 hrs	97.84	
PR 7302	Trk 7903	8 hrs	76.23	
PR 5732	Trk 7861	186 hrs	2226.66	
PR 5732	Trk 7864	314 hrs	3586.04	
PR 7302	Trk 7961	11 hrs.	152.89	

Union Pacific Railroad Company
W.O.

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpa

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Proced
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No.

Labor: "Cont'd."

PR	7122	Trk 7123	100 hrs	1252.04	
PR	7342	Sig 7692	68 hrs	965.33	
PR	7342	Sig 7680	39 hrs	592.45	1682.10
PR	7342	Sig 7699	8 hrs	124.32	
PR	7121	Flag 7123	100 hrs	1480.59	
PR	7122	Flag 7122	117 hrs	1640.82	

Plus ~~101.22~~ % labor additive on 24323.03 ~~24619.79~~ 12,161.52

Plus ~~103.97~~ % labor additive on 1682.10 ~~1748.88~~ 841.05

~~46.64~~ 50%

Per Deim Allowance

PR 7302	PDA 7941	48.00
PR 7302	PDA 7942	72.00
PR 5732	PDA 7861	166.00
PR 5732	PDA 7864	280.00

Union Pacific Railroad Company
W. O.

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedure Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No.
Labor: 'Cont'd'

Material:	4343.49
Plus 2% F.L.F. On 4343.49	86.93
Plus 12% Handling On 4433.42	532.01
Vouchers: E56183, H.D. McClung	142.25
Total Progressive No. 9	61,481.54
Less Additives over 50%	<14,320.79>
	47,160.25

C09875
~~[illegible]~~ - 284 - 02 — ~~3,121.41~~ 6280.90
C09875
~~[illegible]~~ - 285 - 05 — ~~58,360.13~~ 55,200.64

APPROVED
PREFIX C09875
Proj. Mgr.
DATE 12/11/85

SFO#2

Labor	3121.41
Add. @50%	1560.71
	4682.12

SFO#5

Labor	24,538.63
Add.	12,269.32
Other	5,670.68
	42,478.63

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MANAGER PROPERTY ACCTG - BIN 32                    FORM 13348                 312.02.29                       PAGE    1
WORK ORDER  34273                           UNION PACIFIC RAILROAD COMPANY
JOB NO.     002                        DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    20100000000                             OCTOBER   1985

DOCUMENT     DESCRIPTION                                  TYP QUANTITY UNIT     UNIT PRICE  ADDITIONS     OPERATING      OTHER
 REF                                                                                        BETTERMENTS   EXPENSE        EXPENSE
                                                                                            RETIREMENTS

  TRACK NO./SHOP ORDER NO. 000000
TE 1038  PR 1032 091985 TRK 1030 ORD MNTNC                       110 HRS                                 1,177.46-
                 TOTAL LABOR      ****************************************************           0.00    1,177.46-        0.00
                 TOTAL LABOR      ****************************************************           0.00    1,177.46-        0.00

   ***           TOTAL ACCOUNT 20100000000                                                       0.00    1,177.46-        0.00

  ACCT. NO.  70902100000
E561831          H. D. MCCLUNG 1                                                                                        142.25
                 TOTAL MATERIAL   ****************************************************           0.00        0.00       142.25

   ***           TOTAL ACCOUNT 70902100000                                                       0.00        0.00       142.25

  ACCT. NO.  70902100010
TE 1038  PR 1032 091985 TRK 1030 ORD MNTNC                       110 HRS                                              1,177.46
                 TOTAL LABOR      ****************************************************           0.00        0.00     1,177.46

   ***           TOTAL ACCOUNT 70902100010                                                       0.00        0.00     1,177.46

  ACCT. NO.  70921100000
PR 1031   TRK1030 ACCOUNTS RECOLLECTIBLE                          24 HRS                                                298.11
PR 1032   TRK1030 ACCOUNTS RECOLLECTIBLE                          16 HRS                                                179.34
PR 7402   TRK7992 ACCOUNTS RECOLLECTIBLE                          24 HRS                                                291.71
                 TOTAL LABOR      ****************************************************           0.00        0.00       769.16

   ***           TOTAL ACCOUNT 70921100000                                                       0.00        0.00       769.16
                 TOTAL LABOR      ****************************************************           0.00    1,177.46-    1,946.62
                 TOTAL MATERIAL   ****************************************************           0.00        0.00       142.25

  ****           TOTAL TRACK NO./SHOP ORDER NO. 000000                                           0.00    1,177.46-    2,088.87

                 TOTAL LABOR      ****************************************************           0.00    1,177.46-    1,946.62
                 TOTAL MATERIAL   ****************************************************           0.00        0.00       142.25
 *****           TOTAL JOB     002                                                               0.00    1,177.46-    2,088.87

    JOB NO. 003
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7302   PDA7941 TRACK CONSTRUCTION - M.O.                           HRS                                                48.00
PR 7302   PDA7942 TRACK CONSTRUCTION - M.O.                           HRS                                                72.00
PR 7302   REO7942 TRACK CONSTRUCTION - M.O.                       209 HRS                                              2,900.16
PR 7122   TRK7123 TRACK CONSTRUCTION - M.O.                       237 HRS                                              3,015.40
PR 7122   TRK7125 TRACK CONSTRUCTION - M.O.                       183 HRS                                              2,232.45
PR 7132   TRK7148 TRACK CONSTRUCTION - M.O.                        53 HRS                                                710.13
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MANAGER PROPERTY ACCTG - BIN 32               FORM 13348              312.02.29                    PAGE    2
WORK ORDER  34273                       UNION PACIFIC RAILROAD COMPANY
JOB NO.     003                    DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    70921100000                       OCTOBER   1985

DOCUMENT     DESCRIPTION                            TYP QUANTITY UNIT    UNIT PRICE  ADDITIONS      OPERATING      OTHER
  REF                                                                               BETTERMENTS     EXPENSE       EXPENSE
                                                                                    RETIREMENTS

PR 7301  TRK7903 TRACK CONSTRUCTION - W.O.                 160 HRS                                                  1,742.23
PR 7302  TRK7941 TRACK CONSTRUCTION - W.O.                 169 HRS                                                  2,440.39
PR 7302  TRK7961 TRACK CONSTRUCTION - W.O.                   8 HRS                                                     97.84
             TOTAL LABOR         *********************************************           0.00           0.00       13,258.60

   ***       TOTAL ACCOUNT 70921100000                                                   0.00           0.00       13,258.60
             TOTAL LABOR         *********************************************           0.00           0.00       13,258.60

  ****       TOTAL TRACK NO./SHOP ORDER NO. 000000                                       0.00           0.00       13,258.60

             TOTAL LABOR         *********************************************           0.00           0.00       13,258.60
 *****       TOTAL JOB      003                                                          0.00           0.00       13,258.60

    JOB NO. 004
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70902100010
TE 1038  PR 7302 091985 TRK 7903 CONSTRUCT TRACK             8 HRS                                                     76.23
             TOTAL LABOR         *********************************************           0.00           0.00           76.23

   ***       TOTAL ACCOUNT 70902100010                                                   0.00           0.00           76.23

  ACCT. NO.  70921100000
PR 5732  PDA7861 TRACK CONSTRUCTION - W.O.                     HRS                                                    166.00
PR 5732  PDA7864 TRACK CONSTRUCTION - W.O.                     HRS                                                    280.00
PR 5732  TRK7861 TRACK CONSTRUCTION - W.O.                 186 HRS                                                  2,226.66
PR 5732  TRK7864 TRACK CONSTRUCTION - W.O.                 314 HRS                                                  3,586.04
PR 7302  TRK7961 TRACK CONSTRUCTION - W.O.                  11 HRS                                                    152.89
             TOTAL LABOR         *********************************************           0.00           0.00        6,411.59

   ***       TOTAL ACCOUNT 70921100000                                                   0.00           0.00        6,411.59
             TOTAL LABOR         *********************************************           0.00           0.00        6,487.82

  ****       TOTAL TRACK NO./SHOP ORDER NO. 000000                                       0.00           0.00        6,487.82

             TOTAL LABOR         *********************************************           0.00           0.00        6,487.82
 *****       TOTAL JOB      004                                                          0.00           0.00        6,487.82

    JOB NO. 005
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7122  TRK7123 TRACK, REMOVE MATERIAL - W.O.             100 HRS                                                  1,252.04
             TOTAL LABOR         *********************************************           0.00           0.00        1,252.04

   ***       TOTAL ACCOUNT 70921100000                                                   0.00           0.00        1,252.04
             TOTAL LABOR         *********************************************           0.00           0.00        1,252.04
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   ****       TOTAL TRACK NO./SHOP ORDER NO. 000000                                              0.00          0.00        1,252.04

              TOTAL LABOR        ***************************************************             0.00          0.00        1,252.04
   *****      TOTAL JOB     005                                                                  0.00          0.00        1,252.04

     JOB NO. 006
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
 PR 7342  SIG7692 SIGNAL FACILITY RELOCATION                       68 HRS                                                   965.33
              TOTAL LABOR        ***************************************************             0.00          0.00          965.33

    ***       TOTAL ACCOUNT 70921100000                                                          0.00          0.00          965.33
              TOTAL LABOR        ***************************************************             0.00          0.00          965.33

   ****       TOTAL TRACK NO./SHOP ORDER NO. 000000                                              0.00          0.00          965.33

              TOTAL LABOR        ***************************************************             0.00          0.00          965.33
   *****      TOTAL JOB     006                                                                  0.00          0.00          965.33

     JOB NO. 007
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
 PR 7342  SIG7680 HIGHWAY CROSS PROTECTION MAINT                   39 HRS                                                   592.45
 PR 7342  SIG7699 ACCOUNTS RECOLLECTIBLE                            8 HRS                                                   124.32
              TOTAL LABOR        ***************************************************             0.00          0.00          716.77
              TOTAL LABOR        ***************************************************             0.00          0.00          716.77

    ***       TOTAL ACCOUNT 70921100000                                                          0.00          0.00          716.77
              TOTAL LABOR        ***************************************************             0.00          0.00          716.77

   ****       TOTAL TRACK NO./SHOP ORDER NO. 000000                                              0.00          0.00          716.77

              TOTAL LABOR        ***************************************************             0.00          0.00          716.77
   *****      TOTAL JOB     007                                                                  0.00          0.00          716.77

     JOB NO. 008
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
 F-4201   39790209WIRE AER 14 16 C                       N      2,700 FT        1.3980                                    3,774.60
 F-4201   39791108INSULATION KERITE NO. 12 TWISTED PAIR  N      2,700 FT         .2107                                      568.89
          MSE AND TRANS. ON $      4,343.49                                                                                 608.08
              TOTAL MATERIAL     ***************************************************             0.00          0.00        4,951.57

    ***       TOTAL ACCOUNT 70921100000                                                          0.00          0.00        4,951.57
              TOTAL MATERIAL     ***************************************************             0.00          0.00        4,951.57

   ****       TOTAL TRACK NO./SHOP ORDER NO. 000000                                              0.00          0.00        4,951.57

              TOTAL MATERIAL     ***************************************************             0.00          0.00        4,951.57
   *****      TOTAL JOB     008                                                                  0.00          0.00        4,951.57

     JOB NO. 009
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
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MANAGER PROPERTY ACCTG - BIN 32                    FORM 13348                 312.02.29                    PAGE   3
WORK ORDER  34273                        UNION PACIFIC RAILROAD COMPANY
JOB NO.     009                      DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    70921100000                           OCTOBER   1985

DOCUMENT      DESCRIPTION                                   TYP QUANTITY UNIT      UNIT PRICE  ADDITIONS        OPERATING      OTHER
  REF                                                                                          BETTERMENTS      EXPENSE        EXPENSE
                                                                                               RETIREMENTS

PR 7121  TRK7123 FLAGGING, ROADWAY WATCHMEN                        100 HRS                                                   1,480.59
PR 7122  TRK7123 FLAGGING, ROADWAY WATCHMEN                        117 HRS                                                   1,640.82
              TOTAL LABOR        ********************************************************          0.00           0.00       3,121.41

   ***        TOTAL ACCOUNT 70921100000                                                             0.00           0.00       3,121.41
              TOTAL LABOR        ********************************************************          0.00           0.00       3,121.41

  ****        TOTAL TRACK NO./SHOP ORDER NO. 000000                                                 0.00           0.00       3,121.41
              TOTAL LABOR        ********************************************************          0.00           0.00       3,121.41
 *****        TOTAL JOB     009                                                                     0.00           0.00       3,121.41

******        WORK ORDER TOTAL                                                                      0.00       1,177.46-     32,842.41
```

1

STATE OF OREGON
HIGHWAY ACCOUNTING
CONTRACT ACCOUNTING UNIT - 378-6232

INTEROFFICE MEMO

TO: Tom Penner
Project Manager

DATE: 12/9/85

FROM: Janice H. Peterson, Supervisor
Contract Accounting

SUBJECT: Company: UPRR
Billing No.: 238673
Amount: 61481.54
Project: Riverside Dr. Underpass
Prefix: ______
FAP No.: FFR-BRF-19(7)

Attached is an original billing. Please xerox a copy for your records.

The original bill must be approved by the Project Manager and Region Engineer on the face of the billing and returned to the Contract Accounting Unit. Include the prefix, Order for Force Work number and Federal Aid Coding, if applicable.

IF THE PROJECT IS COMPLETE, PLEASE FURNISH THE ENGINEER"S FINAL REPORT AND ENGINEER"S LOG BOOK. THESE WILL BE MADE A PART OF THE AUDIT FILE.

JHP:cw

NOTED
V.E. SKOOG

RECEIVED
DEC 11 1985

☑RE ☒ARE
RECEIVED
DEC 16 1985
HIGHWAY ACCOUNTING

③

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: FFR-BRF-19(7)
Hwy. Agr. No.:
Contract No.: 9875

Project: Umatilla River (Riverside Dr.)
Estimate No.: 9
Period Covered: January 1986
UPRR ~~Work Order~~ No.: 34273

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
241502	SFO#2 (Protective Costs)	144952.36	134,383.10	10,569.26
	SFO#5 (Other R/R work)	133243.92	110,820.30	22,423.62
	Less Additives in excess of 50%	‹65,548.76›	‹59,484.67›	‹6064.09›
	Totals	212,647.52	185,718.73	26928.79
	Retained 5 %	10,632.38	9,285.94	‹1346.44›
	Total Payments	202,015.14	176,432.79	25582.35

Approved by: RJ Hacel

Prepared by: Rosalyn Wickham

TEC 91,000 SFO#5 (FHWA APPROVAL to 122,676)
TEC 98,000 SFO #2
189,000

Actual #5 133,046 5 ←
#2 74,555.37

Common Data Elements ~~907515~~
Doc. No. RW 9076

02 24 86
Month Day Year

Agency 02 Vendor #0000990105 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	PDT
01	223	C09875	011	8008	338			241502-A	7878.89		SFO#2	
02	✓	✓	✓	✓	✓			241502-B	19049.90		SFO#5	
03	236	✓	✓	✓				241502-R	‹1346.44›	C09875U		
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

UNION PACIFIC RAILROAD COMPANY

FORM 132-1
(Rev. 6-85)

Remit Payment To:

P.O. BOX 3443 - A
DOWNTOWN STATION
OMAHA, NE 68181-0443

ORIGINAL

BILL NO. 241592

FILE

MONTH'S ACCOUNT 1/86

GBWO DEPT. NO. 1144

DATE 1/24/86

State of Oregon
Department of Transportation
Highway Division
Salem, Oregon 97310

Correspondence To: Asst. Manager - Receivable Accounting, MC 7120, 1416 Dodge St., Omaha, NE 68179

For expense incurred for the reconstruction of Riverside Drive Underpass Br. 213-14. Retire present Bridge 217.14 and related facilities.	32,992	88		
Less Add over 50%	<6064	09>		
D.O.T. 809-026S Contract Audit No. 136105 U.P.R.R. Work Order No. 34273 Progressive Billing No. 10			26,928.79	
PAYABLE UPON RECEIPT	PAY THIS AMOUNT →		~~32,992~~	88

①

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpa

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Proces
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipmen will be included in final bill

Progressive Billing No. 10 - January 1986

Labor:

PR 1032	TE 1038	Trk 1030	68 hrs.	853.57
PR 1031	Trk 1038	Trk 1030	10 hrs.	113.46
PR 1032	Trk 1038	Trk 1030	16 hrs.	181.53

Plus ~~107.69~~ ~~46.64~~ 50.% labor additive on ~~1283.56~~ 1148.56 ~~535.69~~ ~~1381.50~~ 574.28

PR 7122	TE 1038	Trk 7125	61 hrs.	724.56
PR 7121	Trk 7125		48 hrs	602.99
PR 7302	Trk 7941		6 hrs.	125.04
PR 7301	PDA 7942			
PR 7301	RED 7942			88.00
PR 7121	Trk 7123		16 hrs.	203.52
PR 7122	Trk 7123		88 hrs	1088.25
PR 7121	Trk 7123		123 hrs.	1962.22
		Flagging	204 hrs.	3290.37

Plus ~~101.22~~ ~~46.64~~ 50% labor additive on 8084.95 ~~8183.59~~ ~~3790.82~~ 4042.48

①

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedure Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

SFO#2 10,569.26
#5 22,423.62

Progressive Billing No. 10 - January 1986

Labor:	TE 1002 Work Train Labor	2792.88
Plus ~~89.95~~ % ~~46.6%~~ 50.60	labor additive on 2792.88 ~~2762.20~~ 27878.89 19049.90	~~2512.20~~ ~~1302.60~~ 1396.44
	C09875-284-02 - ~~5,252.59~~ C09875-285-05 - ~~27,740.49~~ ← ~~18,622~~	
Vouchers		
E 602066	C.C. Ogletree	5.10
E 591331	E.L. Williams	10.00
E 602224	H.D. McClung	77.03
E 598137	Pioneer Construction	171.00
E 591326	W.W. Huwe	8.00
E 618883	H.D. McClung	112.63
E 611984	Imperial 400 Motel	27.30
Ballast	Crushed Rock TE1027	8370.00
Material		94.66
Plus 2%	DLI on 94.66	1.89
Plus 12%	Handling on 96.55	11.59
	Less Additives in Excess of ~~46.64~~% Addition Error on Labor .50	<~~[illegible]~~> <6064.09>
26,928.79 Total ~~26,524.70~~	Total Progressive No. 10	~~32,992.88~~ ~~26,524.7~~ 26,928.79

APPROVED
PREFIX
Thomas A. P
Proj. Mgr.
DATE 2-19-86

②

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   MANAGER PROPERTY ACCTG - BIN 32                         FORM 13348                 341.11.16                      PAGE    1
   WORK ORDER  34273                             UNION PACIFIC RAILROAD COMPANY
   JOB NO.     002                          DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
   ACCT NO.    70902100000                              NOVEMBER  1985

   DOCUMENT     DESCRIPTION                             TYP QUANTITY UNIT     UNIT PRICE  ADDITIONS      OPERATING       OTHER
     REF                                                                                BETTERMENTS      EXPENSE        EXPENSE
                                                                                        RETIREMENTS

    TRACK NO./SHOP ORDER NO. 000000
E602066           C. C. OGLETREE1                                                                                            5.10
E591331           E. L. WILLIAMS1                                                                                           10.00
E602224           H. D. MCCLUNG 1                                                                                           77.93
                 TOTAL MATERIAL     **************************************************         0.00           0.00          93.03

      ***        TOTAL ACCOUNT 70902100000                                                     0.00           0.00          93.03

    ACCT. NO.  70902100010
 TE 1038  PR 1032 101985 TK 1030 ACCTS RECOLLECTIBL               68 HRS                                                   853.57
                 TOTAL LABOR        **************************************************         0.00           0.00         853.57

      ***        TOTAL ACCOUNT 70902100010                                                     0.00           0.00         853.57

    ACCT. NO.  70921100000
 PR 1031  TRK1030 ACCOUNTS RECOLLECTIBLE                          10 HRS                                                   113.46
 PR 1032  TRK1030 ACCOUNTS RECOLLECTIBLE                          16 HRS                                                   181.53
                 TOTAL LABOR        **************************************************         0.00           0.00         294.99
                 TOTAL LABOR        **************************************************         0.00           0.00         294.99

      ***        TOTAL ACCOUNT 70921100000                                                     0.00           0.00         294.99
                 TOTAL LABOR        **************************************************         0.00           0.00       1,148.56
                 TOTAL MATERIAL     **************************************************         0.00           0.00          93.03

     ****        TOTAL TRACK NO./SHOP ORDER NO. 000000                                         0.00           0.00       1,241.59

                 TOTAL LABOR        **************************************************         0.00           0.00       1,148.56
                 TOTAL MATERIAL     **************************************************         0.00           0.00          93.03
    *****        TOTAL JOB     002                                                             0.00           0.00       1,241.59

       JOB NO. 003
    TRACK NO./SHOP ORDER NO. 000000
    ACCT. NO.  70902100000
E598137           PIONEER CONSTRUCTIO                                                                                      171.00
                 TOTAL MATERIAL     **************************************************         0.00           0.00         171.00

      ***        TOTAL ACCOUNT 70902100000                                                     0.00           0.00         171.00

    ACCT. NO.  70902100010
 TE 1038  PR 7122 101985 TRK 7125 TRK CONSTRUCTION                61 HRS                                                   724.56
                 TOTAL LABOR        **************************************************         0.00           0.00         724.56

      ***        TOTAL ACCOUNT 70902100010                                                     0.00           0.00         724.56

    ACCT. NO.  70921100000
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MANAGER PROPERTY ACCTG - BIN 32                            FORM 13348                   341.11.16                        PAGE    2
WORK ORDER  34273                                UNION PACIFIC RAILROAD COMPANY
JOB NO.     003                             DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    70921100000                                  NOVEMBER  1985

DOCUMENT      DESCRIPTION                                TYP QUANTITY UNIT     UNIT PRICE  ADDITIONS       OPERATING       OTHER
  REF                                                                                      BETTERMENTS     EXPENSE       EXPENSE
                                                                                           RETIREMENTS

PR 7121 TRK7125 TRACK CONSTRUCTION - W.O.                        48 HRS                                                        602.99
PR 7302 TRK7941 TRACK CONSTRUCTION - W.O.                         6 HRS                                                        125.04
              TOTAL LABOR          *****************************************************          0.00            0.00          728.03
              TOTAL LABOR          *****************************************************          0.00            0.00          728.03

   ***        TOTAL ACCOUNT 70921100000                                                           0.00            0.00          728.03
              TOTAL LABOR          *****************************************************          0.00            0.00        1,452.59
              TOTAL MATERIAL       *****************************************************          0.00            0.00          171.00

  ****        TOTAL TRACK NO./SHOP ORDER NO. 000000                                               0.00            0.00        1,623.59

              TOTAL LABOR          *****************************************************          0.00            0.00        1,452.59
              TOTAL MATERIAL       *****************************************************          0.00            0.00          171.00
 *****        TOTAL JOB      003                                                                  0.00            0.00        1,623.59

    JOB NO. 004
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70902100010
TE 1007                                                                                                                      1,178.60
89.95% TE 1002  WORK TRAIN - LABOR                                                                                           2,792.88
              TOTAL LABOR          *****************************************************          0.00            0.00        2,792.88
              TOTAL MATERIAL       *****************************************************          0.00            0.00        1,178.60

   ***        TOTAL ACCOUNT 70902100010                                                           0.00            0.00        3,971.48

 ACCT. NO.  70921100000
PR 7301 PDA7942 TRACK CONSTRUCTION - W.O.                           HRS                                                         88.00
PR 7301 RE07942 TRACK CONSTRUCTION - W.O.                        16 HRS                                                        203.52
PR 7121 TRK7123 TRACK CONSTRUCTION - W.O.                        88 HRS                                                      1,088.25
              TOTAL LABOR          *****************************************************          0.00            0.00        1,379.77
              TOTAL LABOR          *****************************************************          0.00            0.00        1,379.77

   ***        TOTAL ACCOUNT 70921100000                                                           0.00            0.00        1,379.77
              TOTAL LABOR          *****************************************************          0.00            0.00        4,172.65
              TOTAL MATERIAL       *****************************************************          0.00            0.00        1,178.60

  ****        TOTAL TRACK NO./SHOP ORDER NO. 000000                                               0.00            0.00        5,351.25

              TOTAL LABOR          *****************************************************          0.00            0.00        4,172.65
              TOTAL MATERIAL       *****************************************************          0.00            0.00        1,178.60
 *****        TOTAL JOB      004                                                                  0.00            0.00        5,351.25

    JOB NO. 007
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70902100000
```

```
MANAGER PROPERTY ACCTG - BIN 32                FORM 13348                 341.11.16                 PAGE    3
WORK ORDER  34273                        UNION PACIFIC RAILROAD COMPANY
JOB NO.     007                      DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    70902100000                          NOVEMBER  1985

DOCUMENT      DESCRIPTION                                 TYP QUANTITY UNIT      UNIT PRICE  ADDITIONS       OPERATING       OTHER
  REF                                                                                        BETTERMENTS     EXPENSE        EXPENSE
                                                                                             RETIREMENTS

E591326         M. M. HUME    1                                                                                               8.00
                TOTAL MATERIAL     ******************************************************          0.00            0.00           8.00

   ***          TOTAL ACCOUNT 70902100000                                                          0.00            0.00           8.00
                TOTAL MATERIAL     ******************************************************          0.00            0.00           8.00

  ****          TOTAL TRACK NO./SHOP ORDER NO. 000000                                              0.00            0.00           8.00

                TOTAL MATERIAL     ******************************************************          0.00            0.00           8.00
 *****          TOTAL JOB     007                                                                  0.00            0.00           8.00

   JOB NO. 009
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70921100000
PR 7122   TRK7123 FLAGGING, ROADWAY WATCHMEN                      123 HRS                                                 1,962.22
PR 7121   TRK7123 FLAGGING, ROADWAY WATCHMEN                      204 HRS                                                 3,290.37
                TOTAL LABOR        ******************************************************          0.00            0.00       5,252.59

   ***          TOTAL ACCOUNT 70921100000                                                          0.00            0.00       5,252.59
                TOTAL LABOR        ******************************************************          0.00            0.00       5,252.59

  ****          TOTAL TRACK NO./SHOP ORDER NO. 000000                                              0.00            0.00       5,252.59
                TOTAL LABOR        ******************************************************          0.00            0.00       5,252.59
 *****          TOTAL JOB     009                                                                  0.00            0.00       5,252.59

******          WORK ORDER TOTAL                                                                   0.00            0.00      13,477.02
```

```
MANAGER PROPERTY ACCTG - BIN 32                          FORM 13348                 009.11.48                PAGE    2
WORK ORDER  34273                                 UNION PACIFIC RAILROAD COMPANY
JOB NO.     004                              DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    70902100000                                DECEMBER  1985

DOCUMENT      DESCRIPTION                                       TYP QUANTITY UNIT      UNIT PRICE  ADDITIONS         OPERATING        OTHER
  REF                                                                                              BETTERMENTS       EXPENSE          EXPENSE
                                                                                                   RETIREMENTS

✓E611984        IMPERIAL 400 MOTEL
               TOTAL MATERIAL      ****************************************************                                                 27.30
                                                                                                     0.00              0.00             27.30

    ***        TOTAL ACCOUNT 70902100000                                                             0.00              0.00             27.30
               TOTAL MATERIAL      ****************************************************              0.00              0.00             27.30

   ****        TOTAL TRACK NO./SHOP ORDER NO. 000000                                                 0.00              0.00             27.30

               TOTAL MATERIAL      ****************************************************              0.00              0.00          8,397.30
  *****        TOTAL JOB     004                                                                     0.00              0.00          8,397.30

    JOB NO. 007
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
F-4201   05132394DRILL - COBALT 3                               N        15 EA         2.1000                                           31.50
F-4201   38036802BONDS RAILHEAD PLUG TYPE                       N        50 EA         1.2632                                           63.16
         MSE AND TRANS. ON $          94.66                                                                                             13.25
               TOTAL MATERIAL      ****************************************************              0.00              0.00            107.91

    ***        TOTAL ACCOUNT 70921100000                                                             0.00              0.00            107.91
               TOTAL MATERIAL      ****************************************************              0.00              0.00            107.91

   ****        TOTAL TRACK NO./SHOP ORDER NO. 000000                                                 0.00              0.00            107.91
               TOTAL MATERIAL      ****************************************************              0.00              0.00            107.91
  *****        TOTAL JOB     007                                                                     0.00              0.00            107.91

 ******        WORK ORDER TOTAL                                                                      0.00              0.00          8,617.84
```

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MANAGER PROPERTY ACCTG - BIN 32                    FORM 13348                 009.11.48                  PAGE    1
WORK ORDER  34273                         UNION PACIFIC RAILROAD COMPANY
JOB NO.     002                       DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    70902100000                           DECEMBER  1985

DOCUMENT     DESCRIPTION                              TYP QUANTITY UNIT      UNIT PRICE  ADDITIONS      OPERATING      OTHER
  REF                                                                                    BETTERMENTS    EXPENSE        EXPENSE
                                                                                         RETIREMENTS

  TRACK NO./SHOP ORDER NO. 000000
 E618883         H. D. MCCLUNG 1                                                                                        112.63
                TOTAL MATERIAL      *******************************************************      0.00          0.00     112.63

    ***         TOTAL ACCOUNT 70902100000                                                        0.00          0.00     112.63
                TOTAL MATERIAL      *******************************************************      0.00          0.00     112.63

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                            0.00          0.00     112.63

                TOTAL MATERIAL      *******************************************************      0.00          0.00     112.63
  *****         TOTAL JOB     002                                                                0.00          0.00     112.63

     JOB NO. 004
  TRACK NO./SHOP ORDER NO. SMT
  ACCT. NO.  70921100000
TE-1027            BALLASTCRUSHED ROCK          901028         75 CYD        5.1000                                 382.50
TE-1027            BALLASTCRUSHED ROCK          901029         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901103         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901139         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901149         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901171         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901238         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901254         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901278         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901283         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901294         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901334         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901391         75 CYD        5.1000                                 382.50
TE-1027            BALLASTCRUSHED ROCK          901469         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901529         75 CYD        5.1000                                 382.50
TE-1027            BALLASTCRUSHED ROCK          901532         75 CYD        5.1000                                 382.50
TE-1027            BALLASTCRUSHED ROCK          901540         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901548         75 CYD        6.0800                                 456.00
TE-1027            BALLASTCRUSHED ROCK          901553         75 CYD        6.0800                                 456.00
                TOTAL MATERIAL      *******************************************************      0.00          0.00   8,370.00

    ***         TOTAL ACCOUNT 70921100000                                                        0.00          0.00   8,370.00
                TOTAL MATERIAL      *******************************************************      0.00          0.00   8,370.00

   ****         TOTAL TRACK NO./SHOP ORDER NO. SMT                                               0.00          0.00   8,370.00

  TRACK NO./SHOP ORDER NO. 000000

  ACCT. NO.  70902100000
```

STATE OF OREGON
HIGHWAY ACCOUNTING
CONTRACT ACCOUNTING UNIT - 378-6232

INTEROFFICE MEMO

TO: Tom Penner
Project Manager

DATE: 2/11/86

FROM: Janice H. Peterson, Supervisor
Contract Accounting

SUBJECT: Company: UPRR
Billing No.: 241502
Amount: 32,992.88
Project: Riverside Dr. Underpass
Prefix:
FAP No.: FF-R-BRF-19(7)

Attached is an original billing. Please xerox a copy for your records.

The original bill must be approved by the Project Manager and Region Engineer on the face of the billing and returned to the Contract Accounting Unit. Include the prefix, Order for Force Work number and Federal Aid Coding, if applicable.

IF THE PROJECT IS COMPLETE, PLEASE FURNISH THE ENGINEER"S FINAL REPORT AND ENGINEER"S LOG BOOK. THESE WILL BE MADE A PART OF THE AUDIT FILE.

JHP:cw

RECEIVED
FEB 12 1986
☑ PM ☐ APM

P

ORDER FOR FORCE WORK

021

ORDER No. 2 - ~~Revised~~ Sup. 2
Revised Date 3/11/

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Union Pacific R.R. CONTRACT No. 9875
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Umatilla River (Riverside) Br. & UPRR U'Xing DATE March 11, 19 86

HIGHWAY Oregon-Washington FAP No. FFR-BRF-19(7)

COUNTY Umatilla PREFIX C09875 FUNCTION 338-02

DESCRIPTION OF WORK TO BE DONE:

Revise original Force order #2
UPRR Protective Costs

LOCATION BY STATION NUMBERS: R.R. 2552-2575

Effective date of authorization for work 2/21/86

ESTIMATE OF QUANTITIES & COSTS:

Labor & Equipment	$155,000.00
Original	-98,000.00
Extra Cost	$ 57,000.00

EXPLANATION:

This work to be completed as per the special provisions for this project and the standard specifications for Highway Construction, Oregon 1984.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 3,199,646.70
Present estimate of costs including work under this Force Order	$ 3,250,073.98
Estimated Overrun Amount	$ 50,427.28
Estimated Overrun Percent	1.6

SUBMITTED BY:

TITLE: Project Mgr.

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: DEC 17 1986
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Li. P

ORDER FOR FORCE WORK

011

ORDER No. 5 - ~~Revised~~ Sup. 78

Revised Date 3/11/86

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Union Pacific R.R. CONTRACT No. 9875

(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Umatilla River (Riverside) Br. & UPRR U'Xing DATE March 11, 19 86

HIGHWAY Oregon-Washington FAP No. FFR-BRF-19(7)

COUNTY Umatilla PREFIX C09875 FUNCTION ~~885-85~~ 336

DESCRIPTION OF WORK TO BE DONE:

Revise original Force Order #5

LOCATION BY STATION NUMBERS:

R.R. 2552-2575

Effective date of authorization for work 7/21/86

ESTIMATE OF QUANTITIES & COSTS:

Labor & Equipment	$133,000.00
Original	-91,000.00
Extra Cost	$ 42,000.00

EXPLANATION:

The railroad will relocate its telephone, telegraph, signal lines and appurtenances. The railroad will make all track changes and perform all other work in connection therewith.

This work is to be completed as per the special provisions for this project and the Standard Specifications for Highway Construction, Oregon 1984.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 3,199,646.70

Present estimate of costs including work under this Force Order . . . . $ 3,292,073.98

Estimated Overrun Amount . . . . . . $ 92,427.28

Estimated Overrun Percent 2.9

SUBMITTED BY:

TITLE: Project Mgr.

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: DEC 17 1986
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

819

(3) 9875

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: FFR-BRF-19(7)
Hwy. Agr. No.:
Contract No.: 9875

Project: Umatilla River (Riverside DR)
Estimate No.: 10

Period Covered: February 1986
UPRR ~~Work Order~~ No.: 34273

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
242384	SFO# 2 (Protective Costs)	147986.42	144952.36	3034.06
	SFO#5 (Other R/R WORK)	133511.66	133243.92	267.74
	Less Additives in excess of 50%	〈66,321.07〉	〈65,548.76〉	〈772.31〉
	Totals	215,177.01	212647.52	2529.49
	Retained 5 %	10,758.85	10,632.38	126.47
	Total Payments	204,418.16	202,015.14	2403.02

Approved by: V.E. [illegible]

Prepared by: Rosalyn Wickham

TEC 91,000 SFO#5
TEC 98,000 SFO#2
189,000
Actual #5 138,349.89
#2 76,827.12

Common Data Elements **10156**

Doc. No. RW

03 21 86
Month Day Year

Agency 02 Vendor # 0000990105 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	223	C09875	011	8008	338			242384-A	2261.75		SFO#2	
02	✓	✓	✓	✓	336			242384-B	267.74		SFO#5	
03	424	✓	✓	✓	338			241502-D	〈19049.90〉		SFO #5	
04	223	✓	✓	✓	336			241502-E	19049.90		SFO #5	
05	236	✓	✓	✓				242384-C	〈126.47〉	C09875U		
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

40755.76

①

UNION PACIFIC RAILROAD COMPANY

FORM 132-1
(Rev. 6-85)

Remit Payment To:

P.O. BOX 3443 - A
DOWNTOWN STATION
OMAHA, NE 68181-0443

ORIGINAL

BILL NO. 242384

FILE

MONTH'S ACCOUNT 2/86

GBWO DEPT. NO. 1201

DATE February 20, 1986

State of Oregon
Department of Transportation
Highway Division
Salem, Oregon 97310

Correspondence To: Asst. Manager - Receivable Accounting, MC 7120, 1416 Dodge St., Omaha, NE 68179

For expense incurred to reconstruct the Riverside Drive underpass Br. 213.14. Retire present Bridge 217.14 and related facilities.	1793 97	
Project ID No. UORNV-777. DOT# 809026S *Error in Addition*	1507 83	
Contract Audit No. 136105	3301 80	
Less Add. over 50%	<772 31>	
UPRR Work Order No. 34273 *see approved statement*	2529 49	
- Eleventh Progressive Billing		1793 97
PAYABLE UPON RECEIPT	PAY THIS AMOUNT →	

①

Union Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Procedu
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

Progressive Billing No. 10 - ~~February~~ 1986
January Expenses

Labor:

PR 7122	Trk 7123	80 hrs.	938.08
PR 7302	Trk 7941	16 hrs.	213.44
PR 7121	Trk 7123	24 hrs	356.31
Plus ~~101.22%~~ 50% labor additive on $1507.83			~~1526.23~~ 753.92

Vouchers

E 59132 TE 4754

APPROVED
PREFIX
Proj. Mgr.
DATE 3-11-86

	267.74
	1793.97
	1507.83
	3301.80

C09875 - 284 - 02 = $ 3034.06 2261.75
C09875 - 285 - 05 = $ 267.74
$ 3301.80

Less Add. over 50% ⟨772.31⟩

2529.49

```
 MANAGER PROPERTY ACCTG - BIN 32                            FORM 13348                    039.08.59                        PAGE    1
 WORK ORDER  34273                                UNION PACIFIC RAILROAD COMPANY
 JOB NO.     002                             DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
 ACCT NO.    20100600000                                   JANUARY   1986

 DOCUMENT      DESCRIPTION                                TYP QUANTITY UNIT      UNIT PRICE   ADDITIONS       OPERATING       OTHER
   REF                                                                                        BETTERMENTS     EXPENSE         EXPENSE
                                                                                              RETIREMENTS

  TRACK NO./SHOP ORDER NO. 000000
PR 1032  TRK1030 OPERATING EXPENSE (ORD MAINT)                      4 HRS                                          43.92
                TOTAL LABOR         ******************************************************          0.00           43.92            0.00
                TOTAL LABOR         ******************************************************          0.00           43.92            0.00

    ***         TOTAL ACCOUNT 20100600000                                                           0.00           43.92            0.00

  ACCT. NO.  70902100010                                                                                                          267.74
TE 4754  E 59132 111985
                TOTAL MATERIAL      ******************************************************          0.00            0.00          267.74

    ***         TOTAL ACCOUNT 70902100010                                                           0.00            0.00          267.74
                TOTAL LABOR         ******************************************************          0.00           43.92            0.00
                TOTAL MATERIAL      ******************************************************          0.00            0.00          267.74

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                               0.00           43.92          267.74

                TOTAL LABOR         ******************************************************          0.00           43.92            0.00
                TOTAL MATERIAL      ******************************************************          0.00            0.00          267.74
  *****         TOTAL JOB     002                                                                   0.00           43.92          267.74

     JOB NO. 003
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7122  TRK7123 TRACK CONSTRUCTION - W.O.                         80 HRS                                                         938.08
PR 7302  TRK7941 TRACK CONSTRUCTION - W.O.                         16 HRS                                                         213.44
                TOTAL LABOR         ******************************************************          0.00            0.00        1,151.52

    ***         TOTAL ACCOUNT 70921100000                                                           0.00            0.00        1,151.52
                TOTAL LABOR         ******************************************************          0.00            0.00        1,151.52

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                               0.00            0.00        1,151.52

                TOTAL LABOR         ******************************************************          0.00            0.00        1,151.52
  *****         TOTAL JOB     003                                                                   0.00            0.00        1,151.52

     JOB NO. 009
  TRACK NO./SHOP ORDER NO. 000000
  ACCT. NO.  70921100000
PR 7121  TRK7123 FLAGGING, ROADWAY WATCHMEN                        24 HRS                                                         356.31
                TOTAL LABOR         ******************************************************          0.00            0.00          356.31

    ***         TOTAL ACCOUNT 70921100000                                                           0.00            0.00          356.31
                TOTAL LABOR         ******************************************************          0.00            0.00          356.31

   ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                               0.00            0.00          356.31
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               TOTAL LABOR        *****************************************************              0.00            0.00          356.31
 *****         TOTAL JOB     009                                                                     0.00            0.00          356.31

******         WORK ORDER TOTAL                                                                      0.00           43.92        1,775.57
```

ORDER FOR FORCE WORK

011

ORDER No. 6

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces CONTRACT No. 09875
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Umatilla River (Riverside) Br. DATE 4-10, 1986

HIGHWAY Oregon - Washington FAP No. FFR-BRF-19(7)

COUNTY Umatilla PREFIX C09875 FUNCTION 136-06

DESCRIPTION OF WORK TO BE DONE:

Install irrigation system; replace trees, shrubs, & seed lawn.

LOCATION BY STATION NUMBERS:

"P.H." 56+00 to "P.H." 63+00 (Lt.)

ESTIMATE OF QUANTITIES & COSTS:

Total Cost $1,000.00

Effective date of authorization for work 4-16-86 DRC

EXPLANATION:

Replacement of trees, shrubs, lawyn, & sprinkling system, to as return area to previous condition.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.	**TITLE II PROJECTS NOT UNDER CONTRACT:** Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 3,199,646.70
Present estimate of costs including work under this Force Order	$ 3,292,073.98
Estimated Overrun ~~Underrun~~ Amount	$ 92,427.28
Estimated Overrun ~~Underrun~~ Percent	2.9

SUBMITTED BY:

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Region Engineer

APPROVED: Gerald Wimer 4-16-86
Construction or Traffic Engineer

T

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

813

(3)

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179

Project No.: FFR-BRF 19(7)
Hwy. Agr. No.:
Contract No.: 9875

Project: Umatilla River (Riverside Drive)
Estimate No.: 11
Period Covered: March 1986
UPRR Work Order No.: 34273

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
243746	SFO#2 (Protective Costs)	156,057.64	156,027.76	29.88
	SFO#5 (Other R/R Work)	129,517.41	125,470.32	4047.09
	Less Additives in excess of 15.13%	⟨59,9[illegible]3⟩*	⟨66,321.07⟩	6383.14
	* See attached worksheet			
Totals		225,637.[illegible]2	215,177.01	10,460.11
Retained 5 %		11281.86	10,758.85	523.01
Total Payments		214,355.26	204,418.16	9937.10

Project Audit 8/13/90

Approved by: V. E. [illegible]

Prepared by: Roslyn Wickham

TEC 91,000 SFO#5
98,000 SFO#2
184,000

Actual #5 10[illegible] 72[illegible]86
#2 119,913.26

Common Data Elements 12280

Doc. No. RW

05 20 86
Month Day Year

Agency 02 Vendor # 0000990105 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	424	C09875	011	8008	336				⟨36,601.68⟩		SF05	
02	223	C09875	✓	✓	338				43,056.26		SF02	
03	223	✓	✓	✓	336			243746	3975.65		SF05	
04	✓	✓	✓	✓	338			243746	29.88		SF02	
05	236	✓	✓	✓					⟨523.01⟩	C09875U		
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

③

FFR-CAF-1971

Umatilla River - [illegible]

UPRR Work Order # 34273

UPRR Invoice	Labor	Additions paid	Additions Paid	Additions 55.13%
229393	23172 68	23729 80	11657 93	12775 10
230166	12754 78	13031 94	6377 39	7031 71
231094	10512 25	10765 67	5256 38	5795 67
231897	9421 84	10062 96	4710 92	5194 26
233105	7511 10	7617 36	3755 55	4140 87
234103	8002 93	8142 12	4001 47	4412 02
235250	7470 99	7624 07	3735 50	4118 76
236468	7175 12	7262 66	3587 56	3955 64
238673	27660 04	28150 82	13830 03	15248 98
241502	12026 39	12077 29	6013 20	6630 15
242384	1507 83	1526 23	753 92	831 27
243746	2509 43	1454 97		1383 45
	129725 88	131455 81		71517 88

© WILSON JONES COMPANY G7206 GREEN 7206 BUFF MADE IN U.S.A.

Ⓥ

UNION PACIFIC RAILROAD COMPANY

FORM 132-1
(Rev. 6-85)

Remit Payment To:
P.O. BOX 3443 - A
DOWNTOWN STATION
OMAHA, NE 68181-0443

ORIGINAL

BILL NO 2[illegible]46

FILE

MONTH'S ACCOUNT 3-86

Gen'l DEPT NO 67

DATE March 26, 1986

Oregon, State of
Department of Transportation
Highway Division
Salem, Oregon 97310

Correspondence To: Asst. Manager · Receivable Accounting, MC 7120, 1416 Dodge St., Omaha, NE 68179

APPROVED
Warren Lillard
REGION [illegible]
CONSTRUCTION ENGR

For expense incurred to reconstruct the Riverside Drive underpass Br. 213.14. Retire present Bridge 217.14 and related facilities	4076 97

Contract Audit No. 136165
UPRR Work Order No. 34273
D.O.T. # 809026S ~~30-1001~~ C09875 -284-02 $29.88
C09875 - 285-05 $4047 09

APPROVED
PREFIX C09875
Proj. Mgr.
DATE 4-22-86

Progressive Billing No. 12

PAYABLE UPON RECEIPT

PAY THIS AMOUNT → 4076 97

Un[illegible] Pacific Railroad Company
W.O. 34273

Location: Pendleton, Oregon M.P. 217.14

Description of Work: reconstruction of Riverside Drive underpass

Project No. D.O.T. 809-0265
CA# 136105

Billed in Accordance with UPRR Non-Tariff Billing Proced
Standard Rates and Additives Manual

The following is a recap of charges as detailed on Forms 13348, copies attached, plus labor and material additives, etc. Rental of company owned equipment will be included in final bill

March 1986

Progressive Billing No. 12 - February Charges

Labor: Trk 1030 Accounts Recollectible

PR 1031	TE 4754	4 hrs.	43.92
PR 1032		58 hrs.	865.77
PR 1032		16 hrs.	194.50
Plus ~~61.60~~ 55.13 % labor additive on $1104.19			~~680.18~~ 608.74

Track Construction

PR 7121	Trk 7123	79 hrs	959.10
PR 7301	Trk 7941	32 hrs	426.88
PR 7122	Trk 7123 Flagging	1 hr.	19.26
Plus 55.13 % labor additive on $1405.24			774.71

Vouchers

E 703973	H.D. McClung	18.45
E 677426	Harvester Restaurant	94.20

Total Progressive No. 12 $ 4076.97

②

```
MANAGER PROPERTY ACCTG - BIN 32                          FORM 13348                 069.21.47                  PAGE    1
WORK ORDER  34273                                 UNION PACIFIC RAILROAD COMPANY
JOB NO.     002                               DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    20100000000                                  FEBRUARY  1986

DOCUMENT      DESCRIPTION                                      TYP QUANTITY UNIT      UNIT PRICE  ADDITIONS      OPERATING      OTHER
  REF                                                                                             BETTERMENTS     EXPENSE      EXPENSE
                                                                                                  RETIREMENTS

 TRACK NO./SHOP ORDER NO. 000000
TE 4754  PR 1032 011986 TRK 1030 OPERATING EXPENSE                  4 HRS                                         43.92-
                 TOTAL LABOR          ******************************************************        0.00          43.92-          0.00
                 TOTAL LABOR          ******************************************************        0.00          43.92-          0.00

   ***           TOTAL ACCOUNT 20100000000                                                          0.00          43.92-          0.00

 ACCT. NO.  70902100000
E703973            H. D. MCCLUNG 1                                                                                               18.45
                 TOTAL MATERIAL       ******************************************************        0.00           0.00          18.45

   ***           TOTAL ACCOUNT 70902100000                                                          0.00           0.00          18.45

 ACCT. NO.  70902100010
TE 4754  PR 1032 011986 TRK 1030 OPERATING EXPENSE                  4 HRS                                                        43.92
                 TOTAL LABOR          ******************************************************        0.00           0.00          43.92

   ***           TOTAL ACCOUNT 70902100010                                                          0.00           0.00          43.92

 ACCT. NO.  70921100000
PR 1031  TRK1030 ACCOUNTS RECOLLECTIBLE                            58 HRS                                                       865.77
PR 1032  TRK1030 ACCOUNTS RECOLLECTIBLE                            16 HRS                                                       194.50
                 TOTAL LABOR          ******************************************************        0.00           0.00       1,060.27

   ***           TOTAL ACCOUNT 70921100000                                                          0.00           0.00       1,060.27
                 TOTAL LABOR          ******************************************************        0.00          43.92-      1,104.19
                 TOTAL MATERIAL       ******************************************************        0.00           0.00          18.45

  ****           TOTAL TRACK NO./SHOP ORDER NO. 000000                                              0.00          43.92-      1,122.64

                 TOTAL LABOR          ******************************************************        0.00          43.92-      1,104.19
                 TOTAL MATERIAL       ******************************************************        0.00           0.00          18.45
  *****          TOTAL JOB     002                                                                  0.00          43.92-      1,122.64

    JOB NO. 003
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70921100000
PR 7121  TRK7123 TRACK CONSTRUCTION - W.O.                         79 HRS                                                       959.10
PR 7301  TRK7941 TRACK CONSTRUCTION - W.O.                         32 HRS                                                       426.88
                 TOTAL LABOR          ******************************************************        0.00           0.00       1,385.98
                 TOTAL LABOR          ******************************************************        0.00           0.00       1,385.98

   ***           TOTAL ACCOUNT 70921100000                                                          0.00           0.00       1,385.98
                 TOTAL LABOR          ******************************************************        0.00           0.00       1,385.98

  ****           TOTAL TRACK NO./SHOP ORDER NO. 000000                                              0.00           0.00       1,385.98
```

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MANAGER PROPERTY ACCTG - BIN 32                           FORM 13348                    069.21.47                       PAGE    2
WORK ORDER  34273                               UNION PACIFIC RAILROAD COMPANY
JOB NO.     004                            DETAIL OF EXPENDITURES ACCOUNT OF WORK ORDERS
ACCT NO.    70902100000                                 FEBRUARY  1986

DOCUMENT      DESCRIPTION                               TYP QUANTITY UNIT      UNIT PRICE   ADDITIONS      OPERATING      OTHER
  REF                                                                                      BETTERMENTS      EXPENSE       EXPENSE
                                                                                           RETIREMENTS

               TOTAL LABOR         *****************************************************          0.00            0.00        1,385.98
 *****         TOTAL JOB    003                                                                   0.00            0.00        1,385.98

    JOB NO. 004
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70902100000
E677426         HARVESTER RESTAURAN                                                                                              94.20
               TOTAL MATERIAL      *****************************************************          0.00            0.00           94.20

   ***         TOTAL ACCOUNT 70902100000                                                          0.00            0.00           94.20
               TOTAL MATERIAL      *****************************************************          0.00            0.00           94.20

  ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                              0.00            0.00           94.20

               TOTAL MATERIAL      *****************************************************          0.00            0.00           94.20
 *****         TOTAL JOB    004                                                                   0.00            0.00           94.20

    JOB NO. 009
 TRACK NO./SHOP ORDER NO. 000000
 ACCT. NO.  70921100000
PR 7122 TRK7123 FLAGGING, ROADWAY WATCHMEN                         1 HRS                                                         19.26
               TOTAL LABOR         *****************************************************          0.00            0.00           19.26

   ***         TOTAL ACCOUNT 70921100000                                                          0.00            0.00           19.26
               TOTAL LABOR         *****************************************************          0.00            0.00           19.26

  ****         TOTAL TRACK NO./SHOP ORDER NO. 000000                                              0.00            0.00           19.26
               TOTAL LABOR         *****************************************************          0.00            0.00           19.26
 *****         TOTAL JOB    009                                                                   0.00            0.00           19.26

******         WORK ORDER TOTAL                                                                   0.00          43.92-        2,622.08
```

①

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

PENDLETON, OREGON 97801
April 22, 1986

FROM: Tom Penner
Project Manager

TO: Hwy Accounting
Rose Wickham

SUBJECT: Umatilla River (Riverside)
Br. C09875
Approved Amounts for SFO#'s
2 & 5

The following information should have been the approved dollar value from this office:

Billing	C09875-284-02	C09875-285-05
#1	$25,866.33 ✓	$27,719.96 ✓
#2	$21,885.09 ✓	$ 4,183.41 ✓
#3	$17,276.75 ✓	$ 4,495.99 ✓
#4 ?	16 890.02 $~~16,363.85~~ ✓	3099.90 $ ~~3,617.07~~ ✓
#5	$14,659.20 ✓	$ 1,106.60 ✓
#6	$14,338.17 ✓	$ 2,197.65 ✓
#7	$13,107.11 ✓	$ 2,290.25 ✓
#8	$14,437.78 ✓	$ 176.65 ✓
#9	$ 6,280.90 ✓	$55,200.64 ✓
#10	$10,569.26 ✓	$22,423.62 ✓
#11	$ 716.97	$ 2,584.83
#12	$ 29.88	$ 4,047.09

Thanks for your assistance.

Sincerely,

Thomas A. Penner
Project Manager

APPROVED
PREFIX ________
Thomas A. Penner
Proj. Mgr.
DATE 4-23-86

cc: file

TP/ns

	Est	Invoice	1 Labor SFO 2	2 Fud [illegible]	3 [illegible]	4 [illegible]	5 [illegible]	6 [illegible]		7	8 [illegible]	9 [illegible]	10 [illegible]	11
1		229393		2317268		2373980		1165793			1385475	1031793	1301176	1072204
2		230166	1087620	187858	1100889	202305	435434	20232[illegible]			1087620	187[illegible]	1100[illegible]	2023[illegible]
3		231094		105[illegible]		1076567		525638			858600	192675	869075	207492
4		231897	813232	128952	875770	130526	406616	64476	✓		813232	122952	875770	130526
5		233105	728516	22594	737404	24332	364258	11297	✓		728516	22594	737404	24332
6		234103	712562	87731	721255	92957	356281	43866	✓		712562	87731	721255	92957
7		235250	651382	95717	659329	103078	325691	47859	✓		651382	95717	659329	103078
8		236468	717512	0	726266	0	358756	0	✓		717512	0	726266	0
9		238673	312141	2453863	315949	2499133	156071	1226932	✓		312141	2453863	315949	2499133
10		241502	525259	677380	531667	676062	262634	338686	✓		525259	677380	531667	676062
11		242384	150783		152623		75392		✓		25631	115152	36066	116557
13		Est 1-10			5824152	7178940	2741133	3626852			7727930	4993715	7874846	5125246
17		Additions at 55.13%												
18		Est 1-10												
19		SFO#2												
20		Labor 77279.30												
21		Add. 42,604.08	119,883.38											
23		SFO#5												
24		Labor 49937.15												
25		Add. 27530.35												
26		Other 24280.71	101,748.21											

WILSON JONES MADE IN USA

C BUFF • G/113C GREEN

	Initials	Date
Prepared by	Kn J	[illegible]
Approved by		

1	2	3	4	5	6	7	8	9	10	11	12	13
	2317268		2373980		1165793		1285475	1031793	1301176	1072204		667381
1087620	187858	1100889	202305	435434	202305		1087620	187858	1100889	202305		28178
	[illegible]		1076567		525638		858600	192675	869075	207492		49432
813232	128952	875770	130526	406616	64476 ✓		813232	128952	875770	130526		[illegible]
728516	22594	737404	24332	364258	11297 ✓		728516	22594	737404	24332		63734
712562	87731	721255	92957	356281	43866 ✓		712562	87731	721255	92957		39077
651382	95717	659329	103078	325691	47859 ✓		651382	95717	659329	103078		30230
717512	0	726266	0	358756	0 ✓		717512	0	726266	0		17665
312141	2453863	315949	2499133	156071	1226932 ✓		312141	2453863	315949	2499133		567068
525259	677380	531667	676062	262634	338686 ✓		525259	677380	531667	676062		888920
150783		152623		75392	✓		25631	115152	36066	116557		26774
		5824152	7178940	2741133	3626852		7727930	4993715	7874846	5125246		2428071

+ 55.13%

77279.30

42,604.08 — 119,883.38

49,937.15

7,530.35

1280.71 — 101,748.21

①

		Charged SFO #2	SFO #5	Paid SFO #[illegible]	SFO #5
Est #2	Bill #1		4968466		5386664
	#3		2177274		
	#2	2216687	390163	1551232	390163
3	#4	1689002	309030	12'1848	633723
			390163		
4	5	1465963	110663	1465920	110660
5	6	1433817	219765	1068843	172674
6	7	229025	1310711	(199340)	964038
7	8	1461443		1093933	
8	9	628090	35[illegible]064	468212	424786
9	10	1056926	2242362	787849	1904991
10	11	303406	66774	226175	26774
				7682712	13834967

9875

P

ORDER FOR FORCE WORK

021

ORDER No. No. 7

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Pendleton CONTRACT No. 9875
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Umatilla River (Riverside) Br. & UPPR U-xing DATE 22 September, 19 86

HIGHWAY Oregon-Washington FAP No. FFR-BRF-19(7)

COUNTY Umatilla PREFIX C09875 FUNCTION ~~355~~ 336

DESCRIPTION OF WORK TO BE DONE:

Relocate Fire Hydrant

LOCATION BY STATION NUMBERS:

9 + 15 Lt.

ESTIMATE OF QUANTITIES & COSTS:

353.16

Effective date of authorization for work 9/22/86

EXPLANATION:

Fire hydrant is currently located in driveway.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 3,199,646.70
Present estimate of costs including work under this Force Order	$ 3,199,646.70
Estimated Overrun Underrun Amount	$
Estimated Overrun Underrun Percent	

SUBMITTED BY: Thomas A. P

TITLE: P. M

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Asst. Region Engineer

APPROVED:
Construction or Traffic Engineer

SEP 29 1986

909

T

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS

F-BRF 19 (7)

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9875

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 3, 1986

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Umatilla River (Riverside) Br. & UPRR U'Xing Section
Oregon-Washington Highway, Umatilla County
Contract No. 9875

This grading, paving and structure project, located in Pendleton, is nearing completion and an overrun of the project authorization is apparent. The final cost of the project is now estimated to be 8.3 percent or $267,000 above the authorization.

Bills from the railroad company presently total over $311,000 for protective and relocation costs, which is $122,000 more than had been anticipated. Other major cost increases include overruns in watering ($19,000), aggregate base items ($15,000), and flagging ($10,800).

The final major overrun item is engineering, which is expected to overrun by $107,470. This increased cost, as well as much of that listed above, is primarily due to the work progressing slower than anticipated.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $267,000. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: R. D. Hector
T. A. Penner
B. M. Walton
Don Trout ✓

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT 4 PROGRAM UNIT ___
OCT 6 1986
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-128-1387

Form E-[illegible] (Rev. 10-[illegible])

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Umatilla River (Riverside) Bridge — Date 8 September 86

Highway Oregon-Washington — Contract No. 9875

County Umatilla — Kind of Work G-P-Struct — Contractor Ross Bros.

	Authorized	Estimated
Contract Amount	2,653,330.40	2,318,639.79
Anticipated Items	190,800.00	313,013.92
Contingency (4½%)	127,985.87	~~510,073.75~~ 499,992.99 ~~499,346.29~~
Engineering	227,530.~~00~~ .43	~~350,000.00~~ 335,000.00
Credits	0	0
PROJECT COST	3,199,646.70	~~3,491,727.46~~ 3,466,646.70 ~~3,466,000.00~~
NET INCREASE $		~~292,080.76~~ 267,000.00 ~~266,353.30~~ (8.3%)

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
UPRR Protective Costs	(A)	158,814.06	60,814.06
UPRR Misc Railroad Costs	(A)	152,399.86	61,399.86
Delete Wall 'A'	(C)	190,320.00	(5,025.00)
~~Change Base Design~~ Overrun Watering & Aggr. Base	(C)	231,710.00	41,095.00
Removal of Scale Site	(U)	2,500.00	2,500.00
Install 8" Drain Pipe	(U)	5,088.00	5,088.00
Curb Removal & Replacement	(U)	500.00	500.00
Change Driveway Entrance	(U)	4,367.00	4,367.00
Increase Flagging Hours	(C)	10,800 ~~21,600.00~~	10,800 ~~21,600.00~~
Extra Work Pipe Installation	(U)	750.00	750.00
Supply Lateral Bracing (City Water)	(U)	4,480.00	4,480.00
Embankment in Place & Slope Excavation	(U)	1,010.00	1,010.00
Engineering	(C)	350,000.00	122,469.57

Principal reasons for overruns (Continue on reverse side): The major overruns are : An increase in railroad protective costs resulting from the excessive time spent constructing structure #4696-A; A base design change which has overrun original estimates; A large number of unanticipated items found during construction; and an increase in flagging hours and engineering cost

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______ Resident Engineer

Noted by E. D. [illegible] Construction ~~or Bridge Engineer~~

Confirmed by [illegible] Division Engineer

Noted by ______ Deputy or State Highway Engineer resulting from the overrun of contract time.

③ 9875

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: City of Pendleton
Office of the City Recorder
Pendleton, OR 97801

Project No.: FFR-BRF-19(7)
Hwy. Agr. No.:
Contract No.: 9875

Project: Relocate Fire Hydrant - Umatilla R. Bridge
Estimate No.: 1 - Final
Period Covered:
SFO ~~Work Order~~ No.: SF07

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
3628	dated 9-26-86	353.16		353.16
	Totals			
	Retained ___%			
	Total Payments	353.16		353.16

Approved by:
Prepared by: Cindy Farris AMW

Less than $1000- no audit required

Common Data Elements
Doc. No. RW 20848
11 06 86
Month Day Year

Agency 02 Vendor # 0000254775 Suf. 00 Ref. Doc./Suf. ____ Check No. ____

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	223	C09875	021	8008	336			3628	353.16		SF07	
02												
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

②

STATEMENT

THE CITY OF PENDLETON

PENDLETON, OREGON

OFFICE OF THE CITY RECORDER

9/26/86

№ 3628

State Hwy. Dept.
104 SE 12th
Pendleton, OR 97801

Fire hydrant moved--Hwy. 11
Chargesitemized per attached statement.

Total Due $353.16

APPROVED
PREFIX C09875-900
Thomas A. P
Proj. Mgr.
DATE 11-4-86

SFO #7

FFR 0019007

RECEIVABLE CODE 610-10140

REVENUE CODE ____________

LARSON PRINT. - PENDLETON

①

CITY OF PENDLETON
CREDIT ADVICE

№ 0739
NUMBER

DATE WORK WAS DONE 9-22-86
BILL TO CITY PROJECT ACCT. No.
OR
BILL TO OUTSIDE AGENCY State Hwy Dept.
ADDRESS FOR BILLING 104 SE 12th Pendleton, OR. 97801
EXPLANATION Moved Fire Hydrant - Hwy 11

QUANTITY	DESCRIPTION	CREDIT TO ACCOUNT No.	TOTAL COST
1	6" 90° Ell	610-21-45100	87.12
4	Duclugs	} }	10.00
14ft	3/4" Tie Rod		7.00
7ft	6" Ductile Pipe		47.04
4	Hrs Two Men [illegible]	610-21-45080	120.00
4	Hrs Truck #83	610-21-45090	26.00
2	Hrs Back Hoe #75	} } }	56.00
			353.16

APPROVED BY Charlie DATE 9/23/86

RECEIVED
SEP 29 1986
☐ PM ☒ AM

⑨

ORDER FOR FORCE WORK

021

ORDER No. No. 7

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Pendleton
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9875

PROJECT NAME Umatilla River (Riverside) Br. & UPPR U-xing

DATE 22 September, 19 86

HIGHWAY Oregon-Washington

FAP No. FFR-BRF-19(7)

COUNTY Umatilla

PREFIX C09875

FUNCTION ~~335~~ 336

DESCRIPTION OF WORK TO BE DONE:

Relocate Fire Hydrant

LOCATION BY STATION NUMBERS:

9 + 15 Lt.

ESTIMATE OF QUANTITIES & COSTS:

353.16

EXPLANATION:

Fire hydrant is currently located in driveway.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 3,199,646.70
Present estimate of costs including work under this Force Order	$ 3,199,646.70
Estimated Overrun Underrun Amount	$
Estimated Overrun Underrun Percent	

SUBMITTED BY: Thomas A. P

TITLE: P.M

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Warren Richard
Asst. Region) Engineer

APPROVED:
Construction or Traffic Engineer

SEP 29 1986

909

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1106 (Rev. 1-79)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
FER-BRF-19(7)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO
80274

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
September 22, 1986

8. FEDERAL ROUTE NUMBER
FAP 19

9. STATE ROUTE NUMBER
8

10. GENERAL LOCATION:
Umatilla River (Riverside) Br & UPRR U'Xing

11. GENERAL DESCRIPTION OF WORK
Relocate fire hydrant

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/22/86 as requested in Mr. Fredrickson's letter of 11/7/86 as being cost effective for the use of City of Pendleton forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $353.16; Federal Funds $282.

14. DATE
11/17/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

INTERMEDIATE ☐
FINAL ☒

PROJECT NAME (SECTION) Umatilla River Bridge & UPRR U'Xing	CONTRACT NO. 9875
HIGHWAY Oregon-Washington	COUNTY Umatilla
F.A. PROJECT NO. FFR-BRF-19(7)	
CONTRACT TIME ELAPSED 124%	CONTRACT WORK COMPLETED 100%
CONTRACT WORK QUALITY Satisfactory	CONTRACT WORK PROGRESS Unsatisfactory
INSPECTION DATE November 6, 1986	BY Warren Richards
IN COMPANY WITH Tom Penner & Tom Lowe	

REMARKS (SCOPE OF INSPECTION, FINDINGS, RECOMMENDATIONS, INSTRUCTIONS, ETC.)

This project provided for replacing a railroad structure and a steel truss bridge, widening the roadway from two to four lanes, constructing sidewalks and related work items. A crack, slightly larger than "hairline," was noted in the deck over the center bent. The crack appears to go through the deck overhang and is assumed to go through the deck entirely across the structure. Bridge Design had anticipated a crack and advised there would probably be additional cracking at this location. Sealing at this time, therefore, does not appear warranted. Wood particles were observed in the deck. They have since been removed by the contractor and the holes filled with epoxy. A crack in the sidewalk was also repaired with epoxy. Modifications were made at an inlet under the RR structure to improve drainage.

The Region Traffic Specialist has been asked to check the project signing. The Oregon-Washington Hwy. section goes from two lanes to four lanes and back to two lanes in a relatively short distance making it difficult to alert traffic to the reduction in lanes. Also, the merging of traffic where the two highways join may be a problem.

The railroad did not place ballast high enough on the northerly side of the RR structure to hold the membrane in place. The Project Manager will contact the railroad to see if some modification can be made. The membrane is presently buckling and is not sealing out the moisture. Any modification is anticipated to be performed by RR forces and charged to the project.

The project has been constructed in a satisfactory manner and acceptance is recommended.

PROGRAM SECTION
Manager ___ Resource Unit ___
FA Unit ___ Program Unit ___

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

MAR 16 1987

10-3-86	DATE OPENED TO TRAFFIC OR IN OPERATION
10-12-86	DATE OF SECOND NOTIFICATION
Not received	DATE CONTRACTOR'S NOTICE FOR FINAL INSPECTION RECEIVED
10-4-86	DATE CONTRACTOR REMOVED EQUIPMENT, PLANT, ETC.
3-31-87	ESTIMATED SUBMITTAL DATE OF SEMI-FINAL ESTIMATE

Refer To ___
R/D ___ Act ___ Reply ___
Disc ___ Info ___ File ___

ORIGINAL TO: CONSTRUCTION SECTION
COPY TO: REGION
DISTRICT MAINTENANCE SUPERVISOR
PROJECT MANAGER OR LIAISON (STATE)
PROGRAM SECTION (FINAL ONLY) ✓
FHWA (FINAL F.A. ONLY)
CONSULTANT OR LOCAL AGENCY (IF APPLICABLE)
Forms file

SIGNED ___
TITLE Region Construction Engineer

734-1384 (REV. 6-86)

[illegible]75

11-1-6

OREGON STATE HIGHWAY DIVISION

CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT UMATILLA R. (RIVERSIDE) BRIDGE & UPRR U'XING

HIGHWAY OREGON-WASHINGTON #8

COUNTY UMATILLA

DESCRIPTION OF WORK STRIPING

STATE/COUNTY/CITY FORCE ORDER NO. 4

CONTRACT NO. 9875

F. A. NO. FFR-BRF-19(7)

PREFIX C09875

DATE WORK STARTED 5/22/86 (Temp) 10/8/86 (Centerline & Shoulders)

DATE WORK COMPLETED 11/4/86 10/8/86 (Centerline & Shoulders)

I hereby certify that all work under the above order was performed as authorized.

DATE November 19,1986 Shirley Heath Signature

Region 5 Office Manager Title

cc: Traffic
Program Management
Contract Payments
Region 5 Engineer
Tom Penner

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
NOV 24 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 10 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

OREGON STATE HIGHWAY DIVISION
CERTIFICATION OF STATE FORCE ORDER COMPLETION

Project Name: Umatilla Riv. (Riverside) Br. + UPRR U'Xing **Contract No.** ✓ 9875

Prefix: C09875 **F.A. No.** FFR-BRF-19(7)

I hereby certify that all work under the below listed orders for this project were performed as authorized:

SFO NUMBER	DATE STARTED	DATE COMPLETED
2	8/84	5/86
3	3/25/85	3/26/85
4	5/22/86	10/8/86
5	2/2/85	1/86
6	10/29/86	not done - est. 4/15/87
7	9/22/86	9/22/86
8		3-9-87

cy Contract Pmts
Program Mgmt
Traffic

Please submit completion dates for SFO's 6 and 8.

6/5/87 +
Shirley, Landscaping estimates work for SFO #6 to be completed by the end of Oct. of this year.
RW Alexander

Date: 12/15/86 **By:** Shirley Hiatt
Title: Office Manager

~~12/11/86 cy Penner - Can we get Cert. of Completions written for F.O. when work is done, please. Also if work is not done, please so note above + estimate completion date. Note start + completed dates above where work is done + return.~~

cc: Traffic
Program Management
Contract Payments
Region Engineer
File

RECEIVED
JUN 03 1987
☐ PM ☐ APM ☐ FCS

10222M

1

ORDER FOR FORCE WORK

011

ORDER No. 8

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces CONTRACT No. 9875

(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Umatilla River (Riverside) Bridge & UPRR U'xing DATE 1-21, 19 87

HIGHWAY Oregon-Washington FAP No. FFR-BRF-19(7)

COUNTY Umatilla PREFIX C09875 FUNCTION 145

DESCRIPTION OF WORK TO BE DONE:

Install stub pole and mount meter base and breaker box, and install J-box. Install wiring from luminaire to meter base and into J-box. Service to be operational upon Pacific Power and Light hook-up in J-box.

LOCATION BY STATION NUMBERS:

61+25

ESTIMATE OF QUANTITIES & COSTS:

Labor	1,800.00
Equipment	800.00
Materials	1,200.00
	3,800.00

Effective date of authorization for work 1/26/87

EXPLANATION:

To allow for Pacific Power and Light hook-up.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization $ 3,466,646.70

Present estimate of costs including work under this Force Order $ 3,466,646.70

Estimated Overrun / Underrun Amount $ 0

Estimated Overrun / Underrun Percent 0

SUBMITTED BY:

TITLE: Project Mgr.

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Region Engineer

APPROVED: JAN 26 1987 Construction or Traffic Engineer

(1)

953

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

9875 [illegible] 1-87

OREGON STATE HIGHWAY DIVISION

CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Umatilla River (Riverside) Br. & U.P.R.R. U-xing

[✓ STATE]/COUNTY/CITY FORCE ORDER NO. 8

HIGHWAY Oregon-Washington

CONTRACT NO. 9875

COUNTY Umatilla

F.A. NO. FFR-BRF-19(7)

DESCRIPTION OF WORK install Stub Pole & Meter Base

PREFIX CO 9875

DATE WORK STARTED 1-26-87

DATE WORK COMPLETED 3-9-87

I hereby certify that all work under the above order was performed as authorized.

Date 6-4-87

Signature

P.M. Title

cc: Traffic
[✓ Program Management]
Contract Payments
Region 5 Engineer

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 8 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

OREGON STATE HIGHWAY DIVISION 03/29/88 PROGRESS ESTIM

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U"XING	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	OREGON-WASHINGTON	A) 625 CD	59 CD	12-02-86
		B)		
COUNTY	UMATILLA	C)		
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00001	R D HECTOR REGN ENGR						
00002	TOM PENNER PROJECT MANAGER						
001	MOBILIZATION	LUMP SUM	2100000000	17000	3570000	17000	3570000
001	MOBILIZATION	LUMP SUM	2100000000	83000	17430000	83000	17430000
	ITEM TOTAL	001		100000	21000000	100000	21000000
002	TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	70000000	65000	455000	65000	455000
002	TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	70000000	35000	245000	35000	245000
	ITEM TOTAL	002		100000	700000	100000	700000
003	TEMPORARY SIGNS	SQ FT	90000	266000	239400	361360	325224
003	TEMPORARY SIGNS	SQ FT	90000	144000	129600	195440	175896
	ITEM TOTAL	003		410000	369000	556800	501120
004	TEMPORARY BARRICADES	EACH	1000000	8000	80000	8000	80000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM 81-734-3498 REV. 8-

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO. C09875
F.A.P. FFR 0019007
FFR 0019007
E.A. C09875
AWARDED 08 02 84
ESTIMATE NO. 029
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
17000	3570000	17000	3570000			11		
83000	17430000	83000	17430000			21		
100000	21000000	100000	21000000					
65000	455000	65000	455000			11		
35000	245000	35000	245000			21		
100000	700000	100000	700000					
361360	325224	361360	325224			11		
195440	175896	195440	175896			21		
556800	501120	556800	501120					
8000	80000	2000	20000	6000	60000	11		

OREGON STATE HIGHWAY DIVISION 0 29/88 **PROGRESS ESTIMA**

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U*XING		SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	OREGON-WASHINGTON	A)	625 CD	59 CD	12-02-86
		B)			
COUNTY	UMATILLA	C)			
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.		

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
004	TEMPORARY BARRICADES						
		EACH	1000000	4000	40000	1000	10000
	ITEM TOTAL	004		12000	120000	9000	90000
005	TEMPORARY GUARD RAIL						
	TYPE 2A	LIN FT	100000	575000	575000		
006	TEMPORARY CONC BARRIER						
		LIN FT	100000	450000	450000	987000	987000
007	MOVING TEMPORARY CONC						
	BARRIER	LIN FT	70000	25000	17500	226000	158200
008	TEMPORARY PLASTIC SAFETY						
	MARKERS	EACH	500000	23000	115000	57170	285850
008	TEMPORARY PLASTIC SAFETY						
	MARKERS	EACH	500000	12000	60000	29830	149150
	ITEM TOTAL	008		35000	175000	87000	435000
009	FLAGGERS						
		HOUR	160000	1300000	2080000	1300000	2080000
009	FLAGGERS						
		HOUR	160000	700000	1120000	700000	1120000
	ITEM TOTAL	009		2000000	3200000	2000000	3200000
00999	ROADWORK						
010	CLEARING AND GRUBBING						
		LUMP SUM	80000000	35000	280000	35000	280000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 02

FORM 61 734 3498 REV 8-8

EXTENSION	APPROVED	USED
CD	12-02-86	789

CONTRACT NO C09875
F.A.P FFR 0019007
FFR 0019007
E.A C09875
AWARDED 08 02 84
ESTIMATE NO 029
FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
1000	10000	1000	10000			21		
9000	90000	3000	30000	6000	60000			
						21		
987000	987000	987000	987000			21		
226000	158200	226000	158200			21		
57170	285850	57170	285850			11		
29830	149150	29830	149150			21		
87000	435000	87000	435000					
1300000	2080000	1300000	2080000			11		
700000	1120000	700000	1120000			21		
2000000	3200000	2000000	3200000					
						21		
35000	280000	35000	280000			11		

OREGON STATE HIGHWAY DIVISION 0[illegible] [illegible]9/88 PROGRESS ESTIM

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U'XING
HIGHWAY OREGON-WASHINGTON
COUNTY UMATILLA
TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	625 CD	59 CD	12-02-86
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
010	CLEARING AND GRUBBING	LUMP SUM	80000000	65000	520000	65000	520000
	ITEM TOTAL	010		100000	800000	100000	800000
011	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	25000000	50000	125000	50000	125000
011	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	25000000	50000	125000	50000	125000
	ITEM TOTAL	011		100000	250000	100000	250000
012	DITCH EXCAVATION	CU YD	200000	57000	114000	57000	114000
013	GENERAL EXCAVATION	CU YD	37500	19887000	7457625	22969640	8613615
013	GENERAL EXCAVATION	CU YD	37500	15339000	5752125	12368260	4638098
	ITEM TOTAL	013		35226000	13209750	35337900	13251713
014	TOE TRENCH EXCAVATION	CU YD	60000	1242000	745200	944920	566952
015	TRENCH EXCAVATION	CU YD	80000	607000	485600	484680	387744
015	TRENCH EXCAVATION	CU YD	80000	1553000	1242400	1310500	1048400
	ITEM TOTAL	015		2160000	1728000	1795180	1436144
016	FINISHING ROADBED AND SLOPES	LUMP SUM	50000000	50000	250000	50000	250000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 03

FORM 81-734-3498 REV. 8-

EXTENSION	APPROVED	USED
9 CD	12-02-86	789

CONTRACT NO C09875
F A P FFR 0019007
FFR 0019007
E.A C09875
AWARDED 08 02 84
ESTIMATE NO 029

WORK DONE TO

ESTIMATED DATE OF COMPLETION

FINAL

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
65000	520000	65000	520000			21		
100000	800000	100000	800000					
50000	125000	50000	125000			11		
50000	125000	50000	125000			21		
100000	250000	100000	250000					
57000	114000	27700	55400	29300	58600	21		
22969640	8613615	22969640	8613615			11		
12368260	4638098	12368260	4638098			21		
35337900	13251713	35337900	13251713					
944920	566952	944920	566952			21		
484680	387744	484680	387744			11		
1310500	1048400	1310500	1048400			21		
1795180	1436144	1795180	1436144					
50000	250000	50000	250000			11		

OREGON STATE HIGHWAY DIVISION

C [illegible]29/88

PROGRESS ESTIM

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U.XING
HIGHWAY	OREGON-WASHINGTON
COUNTY	UMATILLA
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	625 CD	59 CD	12-02-86
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
016	FINISHING ROADBED AND SLOPES	LUMP SUM	50000000	50000	250000	50000	250000
	ITEM TOTAL	016		100000	500000	100000	500000
017	WATERING PA 5	M-GAL	150000	60000	90000	893460	1340190
017	WATERING PA 5	M-GAL	150000	40000	60000	595640	893460
	ITEM TOTAL	017		100000	150000	1489100	2233650
018	AGGREGATE BASE	TON	90000	498000	448200	782910	704619
018	AGGREGATE BASE	TON	90000	231000	207900	385600	347040
	ITEM TOTAL	018		729000	656100	1168510	1051659
019	RAILROAD SUBBALLAST DEL BY PA #12	CU YD	120000	1536000	1843200		
020	TREATED BASE MIXTURE PA 5	TON	95500	7900000	7544500		
020	TREATED BASE MIXTURE PA 5	TON	95500	5500000	5252500		
	ITEM TOTAL	020		13400000	12797000		
021	CEMENT IN TREATED BASE MIX PA 5	TON	850000	435000	3697500		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO **04**

FORM 81·734-3498 REV 8-8

EXTENSION	APPROVED	USED
9 CD	12-02-86	789

CONTRACT NO C09875

F.A.P. FFR 0019007

FFR 0019007

E.A. C09875

AWARDED 08 02 84

ESTIMATE NO 029

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE	86/00/10	TO COMPLETE	86/00/00		PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
50000	250000	50000	250000			21		
100000	500000	100000	500000					
893460	1340190	893460	1340190			11		
595640	893460	595640	893460			21		
1489100	2233650	1489100	2233650					
782910	704619	782910	704619			11		
385600	347040	385600	347040			21		
1168510	1051659	1168510	1051659					
						21		
						11		
						21		
						11		

OREGON STATE HIGHWAY DIVISION 03[illegible]9/88 **PROGRESS ESTIM**

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U'XING	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	OREGON-WASHINGTON	A) 625 CD	59 CD	12-02-86
COUNTY	UMATILLA	B)		
		C)		
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
021	CEMENT IN TREATED BASE MIX PA 5	TON	850000	302000	2567000		
	ITEM TOTAL	021		737000	6264500		
022	CLASS C ASPHALT CONCRETE MIXTURE	TON	215000	3889000	8361350	4403540	9467611
022	CLASS C ASPHALT CONCRETE MIXTURE	TON	215000	1962000	4218300	2221300	4775795
	ITEM TOTAL	022		5851000	12579650	6624840	14243406
023	ASPHALT CEMENT IN MIXTURE	TON	1850000	233000	4310500	237100	4386350
023	ASPHALT CEMENT IN MIXTURE	TON	1850000	118000	2183000	120160	2222960
	ITEM TOTAL	023		351000	6493500	357260	6609310
024	HYDRATED LIME IN MIXTURE	TON	1200000	46000	552000	41410	496920
024	HYDRATED LIME IN MIXTURE	TON	1200000	24000	288000	21610	259320
	ITEM TOTAL	024		70000	840000	63020	756240
025	12-INCH CULVERT PIPE	LIN FT	100000	52000	52000		
026	12-INCH STORM SEWER PIPE	LIN FT	120000	759000	910800	805230	966276

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 05

FORM 81-734-3498 REV 8-

EXTENSION	APPROVED	USED
9 CD	12-02-86	789

CONTRACT NO C09875

F.A.P FFR 0019007
FFR 0019007

E.A C09875

AWARDED 08 02 84

ESTIMATE NO 029

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						21		
4403540	9467611	4403540	9467611			11		
2221300	4775795	2221300	4775795			21		
6624840	14243406	6624840	14243406					
237100	4386350	237100	4386350			11		
120160	2222960	120160	2222960			21		
357260	6609310	357260	6609310					
41410	496920	41410	496920			11		
21610	259320	21610	259320			21		
63020	756240	63020	756240					
						21		
805230	966276	805230	966276			11		

OREGON STATE HIGHWAY DIVISION

0[illegible]9/88

PROGRESS ESTIM

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U°XING	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	OREGON-WASHINGTON	A) 625 CD	59 CD	12-02-8
COUNTY	UMATILLA	B)		
		C)		
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
026	12-INCH STORM SEWER PIPE	LIN FT	120000	342000	410400	361770	434124
	ITEM TOTAL	026		1101000	1321200	1167000	1400400
027	15-INCH STORM SEWER PIPE	LIN FT	155000	110000	170500	114000	176700
028	18-INCH STORM SEWER PIPE	LIN FT	195000	1034000	2016300	1202620	2345109
028	18-INCH STORM SEWER PIPE	LIN FT	195000	1162000	2265900	1382380	2695641
	ITEM TOTAL	028		2196000	4282200	2585000	5040750
029	24-INCH STORM SEWER PIPE	LIN FT	270000	224000	604800	46000	124200
030	EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	230000	45000	103500	23000	52900
031	INSTALLING PIPE UNDER R R	LIN FT	2850000	127000	3619500		
032	CONCRETE MANHOLES	EACH	15000000	3000	450000	3870	580500
032	CONCRETE MANHOLES	EACH	15000000	4000	600000	5130	769500
	ITEM TOTAL	032		7000	1050000	9000	1350000
033	CONCRETE INLETS TYPE CG-2	EACH	3500000	12000	420000	12670	443450

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 06

FORM 81-734-3498 REV. 8-

EXTENSION	APPROVED	USED
9 CD	12-02-86	789

CONTRACT NO C0987[illegible]
F A P FFR 001900[illegible]
FFR 001900[illegible]
E A C09875
AWARDED 08 02 84
ESTIMATE NO 029
FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
361770	434124	361770	434124			21		
1167000	1400400	1167000	1400400					
114000	176700	114000	176700			21		
1202620	2345109	1202620	2345109			11		
1382380	2695641	1382380	2695641			21		
2585000	5040750	2585000	5040750					
46000	124200	46000	124200			21		
23000	52900	23000	52900			11		
						21		
3870	580500	3870	580500			11		
5130	769500	5130	769500			21		
9000	1350000	9000	1350000					
12670	443450	12670	443450			11		

OREGON STATE HIGHWAY DIVISION 03 [illegible]9/88 PROGRESS EST

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U•XING	SPECIFIED COMPLETION	EXTENSION	• APPROVE
HIGHWAY	OREGON-WASHINGTON	A) 625 CD	59 CD	12-02-
COUNTY	UMATILLA	B)		
		C)		
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION IN	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
033	CONCRETE INLETS TYPE CG-2	EACH	3500000	6000	210000	6330	221550
	ITEM TOTAL	033		18000	630000	19000	665000
034	CONCRETE INLETS TYPE G-2MA	EACH	4000000	1000	40000	1000	40000
035	8-INCH DRAIN PIPE	LIN FT	36000	1654000	595440	1277000	459720
036	DRAIN BACKFILL MATERIAL	CU YD	120000	199000	238800	108700	130440
037	CL5R CHAIN LINK FENCE	LIN FT	70000	1400000	980000	597000	417900
038	CONCRETE WALKS	SQ YD	120000	2452000	2942400	2305210	2766252
039	CONCRETE DRIVEWAYS	SQ YD	140000	1424000	1993600	342890	480046
039	CONCRETE DRIVEWAYS	SQ YD	140000	376000	526400	90530	126742
	ITEM TOTAL	039		1800000	2520000	433420	606788
040	CONCRETE CURBS	LIN FT	30000	3183000	954900	3451280	1035384

PROGRESS ESTIMATE AND COST REPORT

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FORM 81 734-3498 REV 8-8

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875

F A P FFR 0019007

FFR 0019007

E A C09875

AWARDED 08 02 84

ESTIMATE NO 029

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
6330	221550	6330	221550			21		
19000	665000	19000	665000					
1000	40000	1000	40000			11		
1277000	459720	1277000	459720			21		
108700	130440	108700	130440			21		
597000	417900	597000	417900			21		
2305210	2766252	2305210	2766252			81		
342890	480046	342890	480046			11		
90530	126742	90530	126742			21		
433420	606788	433420	606788					
3451280	1035384	3451280	1035384			11		

OREGON STATE HIGHWAY DIVISION 03 [illegible]9/88 **PROGRESS ESTIM**

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U*XING
HIGHWAY OREGON-WASHINGTON
COUNTY UMATILLA
TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	625 CD	59 CD	12-02-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
040	CONCRETE CURBS	LIN FT	30000	1232000	369600	1307620	392286
	ITEM TOTAL	040		4415000	1324500	4758900	1427670
041	EXTRA FOR ASPHALT APPROACHES	EACH	1000000	5000	50000	7000	70000
042	CONCRETE BARRIER	LIN FT	250000	585000	1462500	640000	1600000
043	LOOSE RIPRAP CLASS 100	CU YD	600000	2000	12000	6200	37200
044	LOOSE RIPRAP CLASS 700	CU YD	170000	934000	1587800	1216180	2067506
045	FILTER BLANKET	CU YD	130000	248000	322400	98300	127790
046	ADJUSTING MANHOLES	EACH	3000000	1000	30000	3000	90000
047	SINGLE MAILBOX SUPPORTS	EACH	1000000	24000	240000	11000	110000
048	ROADSIDE SEEDING AND MULCHING	ACRE	10000000	3000	300000	2800	280000

PROGRESSESTIMATE AND COST REPORT

PAGE NO 08

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EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875

F A P FFR 0019007

FFR 0019007

E A C09875

AWARDED 08 02 84

ESTIMATE NO 029

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
1307620 4758900	392286 1427670	1307620 4758900	392286 1427670			21		
7000	70000	7000	70000			11		
640000	1600000	640000	1600000			21		
6200	37200	6200	37200			21		
1216180	2067506	1216180	2067506			21		
98300	127790	98300	127790			21		
3000	90000	3000	90000			11		
11000	110000	11000	110000			90		
2800	280000	2800	280000			21		

OREGON STATE HIGHWAY DIVISION 03 [illegible]9/88 **PROGRESS ESTI**

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U*XING	SPECIFIED COMPLETION	EXTENSION	• APPROVED
HIGHWAY	OREGON-WASHINGTON	A) 625 CD	59 CD	12-02-8
COUNTY	UMATILLA	B)		
		C)		
TYPE WORK	GRAD.PAV.STRUCTURES.SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
04899	STRUCTURES BRIDGE NO 4696A						
049	BRIDGE REMOVAL WORK	LUMP SUM	150000000	100000	1500000	100000	1500000
050						100000	
050	SHORING CRIBBING ETC	LUMP SUM	200000000	100000	2000000	100000	2000000
	ITEM TOTAL	050		100000	2000000	200000	2000000
051	STRUCTURE EXCAVATION	CU YD	130000	2160000	2808000	2198000	2857400
052	STRUCTURE EXCAVATN BELOW ELEVATIONS SHWN	CU YD	130000	216000	280800	24500	31850
053	SPECIAL WALL BACKFILL	CU YD	125000	1380000	1725000	1209700	1512125
054	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	1250000000			6000	750000
054	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	1250000000			6000	750000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 09

FORM 81 734-3498 REV. 8-

EXTENSION 9 CD

APPROVED 12-02-86

USED 789

CONTRACT NO C09875

F.A.P. FFR 0019007

FFR 0019007

E.A. C09875

AWARDED 08 02 84

ESTIMATE NO. 029

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						21		
100000	1500000	100000	1500000			21		
100000				100000		11		
100000	2000000	100000	2000000			21		
200000	2000000	100000	2000000	100000				
2198000	2857400	2198000	2857400			21		
24500	31850	24500	31850			21		
1209700	1512125	1209700	1512125			21		
6000	750000	6000	750000			10		
6000	750000	6000	750000			20		

OREGON STATE HIGHWAY DIVISION 03[illegible]9/88 **PROGRESS ESTIM**

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U°XING
HIGHWAY OREGON-WASHINGTON
COUNTY UMATILLA
TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	625 CD	59 CD	12-02-86
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
054	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	1250000000	100000	12500000	88000	11000000
	ITEM TOTAL	054		100000	12500000	100000	12500000
055	REINFORCEMENT	LUMP SUM	353830000			6000	212298
055	REINFORCEMENT	LUMP SUM	353830000			6000	212298
055	REINFORCEMENT	LUMP SUM	353830000	100000	3538300	88000	3113704
	ITEM TOTAL	055		100000	3538300	100000	3538300
056	STRUCTURAL STEEL	LUMP SUM	2400000000	100000	24000000	27000	6480000
056	STRUCTURAL STEEL	LUMP SUM	2400000000			73000	17520000
	ITEM TOTAL	056		100000	24000000	100000	24000000
057	8-INCH CULVERT PIPE	LIN FT	120000	44000	52800	89000	106800
058							
058	4-INCH PVC PIPE	LIN FT	75000	70000	52500	69000	51750
	ITEM TOTAL	058		70000	52500	69000	51750
059	8-INCH HALF ROUND DECK DRAIN	LIN FT	220000	226000	497200	226000	497200
060	WATERPROOFING AND PROTECTIVE COV	RSQ YD	550000	275000	1512500	272600	1499300

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 10

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EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875

F.A.P. FFR 0019007

FFR 0019007

L.A. C09875

AWARDED 08 02 84

ESTIMATE NO 029

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00		PARTICI-PATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
88000	11000000	88000	11000000			21		
100000	12500000	100000	12500000					
6000	212298	6000	212298			10		
6000	212298	6000	212298			20		
88000	3113704	88000	3113704			21		
100000	3538300	100000	3538300					
27000	6480000	27000	6480000			10		
73000	17520000	73000	17520000			21		
100000	24000000	100000	24000000					
89000	106800	89000	106800			21		
						11		
69000	51750	69000	51750			21		
69000	51750	69000	51750					
226000	497200	226000	497200			21		
272600	1499300	272600	1499300			21		

OREGON STATE HIGHWAY DIVISION 0[illegible]9/88 **PROGRESS ESTIMA**

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U*XING
HIGHWAY OREGON-WASHINGTON
COUNTY UMATILLA
TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A	625 CD	59 CD	12-02-86
B			
C			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM	ITEM NAME		UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
NO.		UNIT		QUANTITY	AMOUNT	QUANTITY	AMOUNT
06099	BRIDGE NO 4697A						
061	BRIDGE REMVAL WORK	LUMP SUM	300000000	100000	3000000	100000	3000000
062	SHORING CRIBBING ETC	LUMP SUM	160000000	100000	1600000	100000	1600000
063	STRUCTURAL EXCAVATION	CU YD	210000	947000	1988700	837100	1757910
064	STRUCTURE EXCAVATN BELOW ELEVATIONS SHWN	CU YD	210000	95000	199500	53000	111300
065	SPECIAL WALL BACKFILL	CU YD	140000	90000	126000	60700	84980
066	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	960000000	100000	9600000	100000	9600000
067	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	780000000	100000	7800000	100000	7800000
068	REINFORCEMENT	LUMP SUM	533400000	100000	5334000	100000	5334000

PROGRESS ESTIMATE AND COST REPORT

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FORM 81-734-3498 REV. 8-

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875

FAP FFR 0019007

FFR 0019007

EA C09875

AWARDED 08 02 84

ESTIMATE NO. 029

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

S BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						21		
100000	3000000	100000	3000000			21		
100000	1600000	100000	1600000			21		
837100	1757910	837100	1757910			21		
53000	111300	53000	111300			21		
60700	84980	60700	84980			21		
100000	9600000	100000	9600000			21		
100000	7800000	100000	7800000			21		
100000	5334000	100000	5334000			21		

OREGON STATE HIGHWAY DIVISION 03 9/88 PROGRESS ESTIM

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U•XING	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	OREGON-WASHINGTON	A) 625 CD	59 CD	12-02-86
COUNTY	UMATILLA	B)		
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	C)		

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
069	COATED REINFORCEMENT	LUMP SUM	280800000	100000	2808000	100000	2808000
070	120•/125• BULB TEE PRESTRESSED BMS	EACH	110000000	28000	30800000	28000	30800000
071	REINFORCED CONC BRIDGE END PANELS	SQ YD	580000	380000	2204000	380000	2204000
072	THREE TUBE STEEL RAILING	LIN FT	430000	538000	2313400	538000	2313400
073	1-1/2-INCH ELECTRICAL CONDUIT	LIN FT	60000	288000	172800	284000	170400
074	INSTALL WATER MAIN	LUMP SUM	82500000	100000	825000	100000	825000
07499	BRIDGE 16736 RETAING WALL						
075	SHORING CRIBBING ETC	LUMP SUM	210000000	100000	2100000		
076	STRUCTURE EXCAVATION	CU YD	60000	2120000	1272000		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 12

FORM 81-734-3498 REV. 8-8

EXTENSION	APPROVED	USED
9 CD	12-02-86	789

CONTRACT NO C09875

F A P FFR 0019007
FFR 0019007

E A C09875

AWARDED 08 02 84

ESTIMATE NO 029

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	2808000	100000	2808000			21		
28000	30800000	28000	30800000			21		
380000	2204000	380000	2204000			21		
538000	2313400	538000	2313400			21		
284000	170400	284000	170400			21		
100000	825000	100000	825000			21		
						21		
						21		
						21		

OREGON STATE HIGHWAY DIVISION 03 9/88 **PROGRESS ESTIM**

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U'XING

HIGHWAY OREGON-WASHINGTON

COUNTY UMATILLA

TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	625 CD	59 CD	12-02-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
077	STRUCTURE EXCAVATION BELOW ELEV SHWN	CU YD	100000	212000	212000		
078	SPECIAL WALL BACKFILL	CU YD	140000	1120000	1568000		
079	CONCRETE IN WALLS	CU YD	1800000	530000	9540000		
080	REINFORCEMENT IN WALLS	LB	4200	35900000	1507800		
08099	BRIDGE 16737 RETAING WALL						
081	SHORING CRIBBING ETC	LUMP SUM	210000000	100000	2100000	100000	2100000
082	STRUCTURE EXCAVATION	CU YD	60000	1790000	1074000	1910400	1146240
083	STRUCTURE EXCAVATN BELOW ELEVATIONS SHWN	CU YD	100000	180000	180000		
084	SPECIAL WALL BACKFILL	CU YD	140000	380000	532000	555400	777560

PROGRESS ESTIMATE AND COST REPORT

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FORM 81-734-3498 REV. 8-I

EXTENSION	• APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875
F A P FFR 0019007
FFR 0019007
E A C09875
AWARDED 08 02 84
ESTIMATE NO 029
FINAL

WORK DONE TO

ESTIMATED DATE
OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						21		
						21		
						21		
						21		
						21		
100000	2100000	100000	2100000			21		
1910400	1146240	1910400	1146240			21		
						21		
555400	777560	555400	777560			21		

OREGON STATE HIGHWAY DIVISION

03 [illegible]9/88

PROGRESS EST

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U.XING

HIGHWAY OREGON-WASHINGTON

COUNTY UMATILLA

TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	625 CD	59 CD	12-02-
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION IN

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
085	CONCRETE IN WALLS	CU YD	1790000	695000	12440500	689300	12338470
086	REINFORCEMENT IN WALLS	LB	4200	47700000	2003400	48446500	2034753
08699	SIGNING						
087	REMOVAL OF EXISTING SIGN INSTALLATIONS	LUMP SUM	3000000	65000	19500	65000	19500
087	REMOVAL OF EXISTING SIGN INSTALLATIONS	LUMP SUM	3000000	35000	10500	35000	10500
	ITEM TOTAL	087		100000	30000	100000	30000
088	WOOD SIGN SUPOSTS	LUMP SUM	19000000	65000	123500	65000	123500
088	WOOD SIGN SUPOSTS	LUMP SUM	19000000	35000	66500	35000	66500
	ITEM TOTAL	088		100000	190000	100000	190000
089	TYPE C AND R SIGNS IN PLACE	SQ FT	80000	54000	43200	36900	29520
089	TYPE C AND R SIGNS IN PLACE	SQ FT	80000	24000	19200	16700	13360
	ITEM TOTAL	089		78000	62400	53600	42880
090	TYPE EE SIGNS IN PLACE	SQ FT	100000	19000	19000	23940	23940

PROGRESS ESTIMATE AND COST REPORT

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EXTENSION	APPROVED	USED
9 CD	12-02-86	789

CONTRACT NO C09875

F.A.P. FFR 0019007

FFR 0019007

E.A. C09875

AWARDED 08 02 84

ESTIMATE NO 029

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
689300	12338470	689300	12338470			21		
48446500	2034753	48446500	2034753			21		
						21		
65000	19500	65000	19500			11		
35000	10500	35000	10500			21		
100000	30000	100000	30000					
65000	123500	65000	123500			11		
35000	66500	35000	66500			21		
100000	190000	100000	190000					
36900	29520	36900	29520			11		
16700	13360	16700	13360			21		
53600	42880	53600	42880					
23940	23940	23940	23940			11		

OREGON STATE HIGHWAY DIVISION 03 9/88 **PROGRESS ESTIM**

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U*XING	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	OREGON-WASHINGTON	A) 625 CD	59 CD	12-02-8
COUNTY	UMATILLA	B)		
		C)		
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
090	TYPE EE SIGNS IN PLACE	SQ FT	100000	6000	6000	7560	7560
	ITEM TOTAL	090		25000	25000	31500	31500
091	TYPE M SIGNS IN PLACE	SQ FT	70000	3000	2100	2760	1932
091	TYPE M SIGNS IN PLACE	SQ FT	70000	2000	1400	1840	1288
	ITEM TOTAL	091		5000	3500	4600	3220
092	TYPE U SIGNS IN PLACE	SQ FT	150000	6000	9000	6110	9165
092	TYPE U SIGNS IN PLACE	SQ FT	150000	130000	195000	132390	198585
	ITEM TOTAL	092		136000	204000	138500	207750
09299	ILLUMINATION						
093	POLE FOUNDATIONS	LUMP SUM	21800000	100000	218000	100000	218000
094	ROADWAY LIGHT POLES AND ARMS	LUMP SUM	34500000	100000	345000	100000	345000
095	LUMINAIRES LAMPS AND BALLASTS	LUMP SUM	6000000	100000	60000	100000	60000
096	SWITCHING WIRING CONDUIT ETC	LUMP SUM	37000000	100000	370000	100000	370000

PROGRESS ESTIMATE AND COST REPORT

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FORM 81-734-3498 REV. 8-

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO. C09875
F.A.P. FFR 0019007
FFR 0019007
E.A. C09875
AWARDED 08 02 84
ESTIMATE NO. 029
FINAL

WORK DONE TO.

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
7560	7560	7560	7560			21		
31500	31500	31500	31500					
2760	1932	2760	1932			11		
1840	1288	1840	1288			21		
4600	3220	4600	3220					
6110	9165	6110	9165			11		
132390	198585	132390	198585			21		
138500	207750	138500	207750					
						21		
100000	218000	100000	218000			21		
100000	345000	100000	345000			21		
100000	60000	100000	60000			21		
100000	370000	100000	370000			21		

OREGON STATE HIGHWAY DIVISION

03 [illegible]9/88

PROGRESS ESTIM

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U*XING	SPECIFIED COMPLETION	EXTENSION	APPROVED	
HIGHWAY	OREGON-WASHINGTON	A)	625 CD	59 CD	12-02-86
COUNTY	UMATILLA	B)			
		C)			
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.		

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
3002A						181600	
3003A							
3004A						24500	
3005C						23200110	
3007A						91000	
3009A						1147000	
3015A						671500	
3017A							

PROGRESS ESTIMATE AND COST REPORT

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FORM 81 734-3498 REV. 8-8

EXTENSION	APPROVED	USED
9 CD	12-02-86	789

CONTRACT NO C09875
F.A.P. FFR 0019007
FFR 0019007
E.A. C09875
AWARDED 08 02 84
ESTIMATE NO. 029
FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00		[illegible]	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
181600				181600		11		
						21		
24500				24500		21		
23200110				23200110		21		
91000				91000		21		
1147000				1147000		11		
671500				671500		11		
						11		

OREGON STATE HIGHWAY DIVISION 03[illegible]9/88 PROGRESS ESTI

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U*XING

HIGHWAY OREGON-WASHINGTON

COUNTY UMATILLA

TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	625 CD	59 CD	12-02-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
3017A						14000	
	ITEM TOTAL	3017A				14000	
3018A						197900	
3018C						100000	
3018C							
	ITEM TOTAL	3018C				100000	
3018D						100000	
3018D							
	ITEM TOTAL	3018D				100000	
3020A						368100	
3020A							
	ITEM TOTAL	3020A				368100	
3022B						986000	
	TOTALS FOR ORIG. CONTRACT				265333040		226324698
	PRICE AGREEMENTS						
4001A	DELETE BI 75 76 77 78 79&80						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 17

FORM 81 734-3498 REV. 8-I

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875

F.A.P FFR 0019007

FFR 0019007

E.A. C09875

AWARDED 08 02 84

ESTIMATE NO. 029

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00		[illegible]	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
14000				14000		21		
14000				14000				
197900				197900		11		
100000				100000		11		
100000				100000		21		
100000				100000		11		
100000				100000		21		
368100				368100		10		
368100				368100		11		
986000				986000		21		
	226324698		226206098		118600			
						21		

OREGON STATE HIGHWAY DIVISION 03 [illegible]9/88 **PROGRESS ESTIM**

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U*XING	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	OREGON-WASHINGTON	A) 625 CD	59 CD	12-02-86
COUNTY	UMATILLA	B)		
		C)		
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
4001B	REDUCE BI'S 13 31 35 36 & 37						
4001C	LUMP SUM COMPENSATION	LUMP SUM	1900000000				
4001D	LUMP SUM COMPENSATION CORRECTS 3001C	LUMP SUM	1903200000			100000	19032000
4002	CLASS "B" BEDDING MAT'L	CU YD	117000				
4002A	CLASS "B" BEDDING MATL	CU YD	117000			181600	212472
4003A	EXTRA FOR APPLYING ACRYLIC SEALER	LUMP SUM	9766500				
4003A	ACRYLIC SEALER FOR STR	LUMP SUM	9766500				
	ITEM TOTAL	4003A					
4004A	CL 2500 FILLER CONCRETE	CU YD	900000			24500	220500
4005A	INC BI 17						

PROGRESS ESTIMATE AND COST REPORT

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FORM 81-734-3498 REV 8

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875

F.A.P FFR 0019007

FFR 0019007

E.A. C09875

AWARDED 08 02 84

ESTIMATE NO 029

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						21		
100000	19032000	100000	19032000			21		
						11		
181600	212472	181600	212472			11		
						11 21		
24500	220500	24500	220500			21		

OREGON STATE HIGHWAY DIVISION 03[illegible]9/88 PROGRESS ESTIM

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U*XING	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	OREGON-WASHINGTON	A) 625 CD	59 CD	12-02-8
		B)		
COUNTY	UMATILLA	C)		
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
4005B	DELETE BI 20 & 21						
4005C	ADDL AGG BASE	TON	82000			4830500	3961010
4005C	ADDL AGG BASE	TON	82000			23200110	19024090
	ITEM TOTAL	4005C				28030610	22985100
4005D	EXTRA ROADWAY EXC	LUMP SUM	30000000			17000	51000
4005D	EXTRA ROADWAY EXC	LUMP SUM	30000000			83000	249000
	ITEM TOTAL	4005D				100000	300000
4006A	STRUCTURES & OBSTR WORK	LUMP SUM	25000000			100000	250000
4007A	8" DRAIN PIPE	LIN FT	318000			91000	289380
4008A						100000	
4008A	CURB REMOVAL	LUMP SUM	5000000			100000	50000
	ITEM TOTAL	4008A				200000	50000
4009A	8 IN CORR POLY DRAIN PIPE	LIN FT	-6000			1147000	-68820

PROGRESSESTIMATE AND COST REPORT

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EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875
FAP FFR 0019007
FFR 0019007
E.A. C09875
AWARDED 08 02 84
ESTIMATE NO. 029
FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
4830500	3961010	4830500	3961010			11		
23200110	19024090	23200110	19024090			21		
28030610	22985100	28030610	22985100					
17000	51000	17000	51000			11		
83000	249000	83000	249000			21		
100000	300000	100000	300000					
100000	250000	100000	250000			11		
91000	289380	91000	289380			21		
100000				100000		11		
100000	50000	100000	50000			20		
200000	50000	100000	50000	100000				
1147000	-68820	1147000	-68820			11		

OREGON STATE HIGHWAY DIVISION 03/29/88 **PROGRESS ESTIMA**

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U'XING
HIGHWAY OREGON-WASHINGTON
COUNTY UMATILLA
TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	625 CD	59 CD	12-02-86
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
4011A	CORRECTIVE WORK PIER 1						
4012A	RAILROAD SUBBALLAST	TON	83300			1392930	1160311
4012B	REDUCE BI 19						
4013A	DRIVEWAY CHANGE-WEST ENTRANCE HC	LUMP SUM	43670000				
4014A	ON-THE-JOB TRAINING 94001	HOUR	8000			741000	59280
4015A	FLAGGERS	HOUR	180000			671500	1208700
4016A	PAYMENT FOR EXTRA WORK	LUMP SUM	7500000			100000	75000
4017A	FURNISH & INSTALL BRACES WATER MAIN	EACH	3200000				

PROGRESS ESTIMATE AND COST REPORT

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FORM 81-734-3498 REV. 8-8

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875
F A P FFR 0019007
FFR 0019007
E A C09875
AWARDED 08 02 84
ESTIMATE NO 029
FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
1392930	1160311	1392930	1160311			21		
						21		
						21		
741000	59280	741000	59280			11		
671500	1208700	671500	1208700			11		
100000	75000	100000	75000			20		
						11		

OREGON STATE HIGHWAY DIVISION 03/29/88 **PROGRESS ESTI**

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U*XING

HIGHWAY OREGON-WASHINGTON

COUNTY UMATILLA

TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	625 CD	59 CD	12-02-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
4017A	LATERAL BRACES ON WATERLINE	EACH	3200000			14000	448000
	ITEM TOTAL	4017A				14000	448000
4018A	EMBANKMENT IN PLACE C 54+00 - 56+00	CU YD	35000			197900	69265
4018B	SLOPE EXCAVATION C 58+00 - 60+00	HR	600000			6000	36000
4018C	CONST RETAINING WALLS	LUMP SUM	5000000			100000	50000
4018C	2 RETAINING WALLS	LUMP SUM	5000000				
	ITEM TOTAL	4018C				100000	50000
4018D	REPAIR TELEPHONE LINE	LUMP SUM	870000			100000	8700
4018D	REPAIR PHONE LINE	LUMP SUM	870000				
	ITEM TOTAL	4018D				100000	8700
4019	EXTEND PAVING DAYS TO 10-05-86						
4020A	CONCRETE CURB	LIN FT	30000			368100	110430

PROGRESS ESTIMATE AND COST REPORT

PAGE NO **21**

FORM 81-734-3498 REV. 8-

EXTENSION	APPROVED	USED
9 CD	12-02-86	789

CONTRACT NO C09875
F A P FFR 0019007
FFR 0019007
E.A C09875
AWARDED 08 02 84
ESTIMATE NO 029
FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00		[illegible]	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
14000	448000	14000	448000			21		
14000	448000	14000	448000					
197900	69265	197900	69265			11		
6000	36000	6000	36000			11		
100000	50000	100000	50000			11		
100000	50000	100000	50000			21		
100000	8700	100000	8700			11		
100000	8700	100000	8700			21		
						11		
368100	110430	368100	110430			10		

OREGON STATE HIGHWAY DIVISION 03/29/88 **PROGRESS ESTIMAT**

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U'XING		SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	OREGON-WASHINGTON	A)	625 CD	59 CD	12-02-86
		B)			
COUNTY	UMATILLA	C)			
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.		

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
4020A	CONCRETE CURB						
	INC BID ITEM	LIN FT	30000				
	ITEM TOTAL	4020A				368100	110430
4021A	PAYMENT FOR DIAPHRAGM						
	REPLACEMENT	LUMP SUM	214960000			100000	2149600
4021B	INTEREST						
		LUMP SUM	4840000			100000	48400
4022A	CLASS 3300 CONCRETE						
		CU YD	1632700			6000	97962
4022B	REINF STEEL						
		LBS	4200			986000	41412
4024	8" STORM SEWER PIPE						
		LUMP SUM	3300000			100000	33000
	SUB-TOTAL P. A.						48866692
	ADJUSTMENTS						
6001A	ASPHALT ESCALATION						
	MAY	LUMP SUM	990000			100000	9900

PROGRESS ESTIMATE AND COST REPORT

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FORM 81 734-3498 REV 8 8

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875
FAP FFR 0019007
FFR 0019007
E.A C09875
AWARDED 08 02 84
ESTIMATE NO 029

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
368100	110430	368100	110430			11		
100000	2149600	100000	2149600			21	→ SB N	
100000	48400	100000	48400			21		
6000	97962	6000	97962			21		
986000	41412	986000	41412			21		
100000	33000	100000	33000			11		
	48866692		48866692					
100000	9900	100000	9900					

OREGON STATE HIGHWAY DIVISION 03/29/88 **PROGRESS ESTIM**

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U.XING
HIGHWAY OREGON-WASHINGTON
COUNTY UMATILLA
TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	625 CD	59 CD	12-02-86
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
6002A	ASPHALT ESCALATION JUNE	LUMP SUM	9000000			100000	90000
6003A	ASPHALT ESCALATION AUGUST	LUMP SUM	4410000			100000	44100
6004A	ASPHALT ESCALATION SEPT	LUMP SUM	270000			100000	2700
6006A	ASPHALT ESCALATION OCTOBER	LUMP SUM	630000			100000	6300
6007A	LIQUIDATED DAMAGES	DAY	-4500000			164000	-7380000
6007B	TIME EXTENSION APP 12-2-86	DAY	4500000			59000	2655000
6010	TIME EXTENSION PA 18 12-12-86	DAY	4500000			6000	270000
6011	TIME EXTENSION PA 20 12-08-86	DAY	4500000			3000	135000
6012A	TIME EXTENSION PA17 APP 100786	DAY	4500000			7000	315000

PROGRESS ESTIMATE AND COST REPORT

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FORM 81 734 3498 REV 8-

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875
F.A.P FFR 0019007
FFR 0019007
E A C09875
AWARDED 08 02 84
ESTIMATE NO 029
FINAL

WORK DONE TO

ESTIMATED DATE
OF COMPLETION:

S BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00		[illegible]	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	90000	100000	90000			11		
100000	44100	100000	44100			11		
100000	2700	100000	2700			11		
100000	6300	100000	6300			11		
164000	-7380000	164000	-7380000			11		
59000	2655000	59000	2655000			10		
6000	270000	6000	270000			11		
3000	135000	3000	135000			10		
7000	315000	7000	315000			11		

OREGON STATE HIGHWAY DIVISION 03/29/88 PROGRESS ESTIMA

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U*XING
HIGHWAY OREGON-WASHINGTON
COUNTY UMATILLA
TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A	625 CD	59 CD	12-02-86
B			
C			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
6013	TIME EXTENSION PA 21	DAY	4500000			27000	1215000
6014	PRICE RED LOW STRENGTH CONCRETE	LUMP SUM	-81668600			100000	-816686
6015	PRICE REDUCTION NON-SPEC ASPH CONC	LUMP SUM	-34216800			100000	-342168
6016	CL "A" CONC ADJ	CU YD	1632700			830	13551
6017	REINFORCEMENT ADJ	LBS	4200			153020	6427
6018	ADJ ASPHALT ESCALATION	LUMP SUM	299700			100000	2997
	SUB-TOTAL ADJ.						-3772879
	TOTALS ALL EXCEPT F.A.						271418511
	FORCE ACCOUNTS						
801	ADDITIONAL CLEARANCE RR XING						733537

PROGRESS ESTIMATE AND COST REPORT

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FORM 81 734 3498 REV 8-8

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875
F.A.P. FFR 0019007
FFR 0019007
E.A. C09875
AWARDED 08 02 84
ESTIMATE NO 029
FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
27000	1215000	27000	1215000			21	→ Ø50"N"	
100000	-816686	100000	-816686			21		
100000	-342168	100000	-342168			11		
830	13551	830	13551			21		
153020	6427	153020	6427			21		
100000	2997	100000	2997			11		
	-3772879		-3772879					
	271418511		271299911		118600			
	733537		733537			11		

OREGON STATE HIGHWAY DIVISION 03/29/88 PROGRESS ESTIMA

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U'XING
HIGHWAY OREGON-WASHINGTON
COUNTY UMATILLA
TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	625 CD	59 CD	12-02-86
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
802	DRIVEWAYS						235513
803	CONSTRUCT CHANNEL FOR BT #1 EXPANSION JT						392237
	SUB-TOTAL F. A.						1361287
	* TOTAL PAY COSTS				265333040		272779798
	STATE FORCE ORDERS						
92002	RAILROAD PROTECTIVE COSTS 94002						11991246
92003	SUBGRADE WORK CITY LINES						161924
92004	TEMP & PERM STRIPING						161506
92005	MISC RAILROAD COSTS 94004						10572296
92006	REPAIR IRRIG SYSTEM & SEED LAWN 94005						2030

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 25

FORM 81-734-3498 REV. 8-

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875
F A P FFR 0019007
FFR 0019007
F A C09875
AWARDED 08 02 84
ESTIMATE NO 029
FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION.

S BROS. CONSTRUCTION INC.

	CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
		235513		235513			11		
		392237		392237			20		
		1361287		1361287				2,552,721.25	
0		2727[illegible]798		[redacted]		118600		2,664,193.65	
		11991246		11991246			21		
		161924		161924			11		
		161506		161506			11		
		10572296		10572296			11		
		2030		2030			11		

OREGON STATE HIGHWAY DIVISION 03/29/88 PROGRESS ESTIMA

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U.XING

HIGHWAY OREGON-WASHINGTON

COUNTY UMATILLA

TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A	625 CD	59 CD	12-02-86
B			
C			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
92007	RELOC FIRE HYDRANT						35316
92008	PP&L POWER HOOKUP						241032
	SUB-TOTAL STATE FORCES						23165350
	ADD. ANTICIP. ITEMS						
94001	ON-THE-JOB TRAINEES				80000		
94002	UPRR PROTECTIVE COSTS 92002				9800000		
94003	CREDIT PENDLETON WATER MAIN CONSTRUCTION						
94004	OTHER RAILROAD COSTS SF 5				9100000		
94005	REPAIR IRRIG SYSTEM & SEED LAWN 92006				100000		
94006	CR FOR RR CONTRIBUTION						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 26

FORM 81-734-3498 REV. 8-

EXTENSION	APPROVED	USED
9 CD	12-02-86	789

CONTRACT NO C09875
F.A.P FFR 0019007
FFR 0019007
E.A. C09875
AWARDED 08 02 84
ESTIMATE NO 029
FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	35316		35316			11		
	241032		241032			11		
	23165350		23165350					
						21		
						21		
						21		
						21		
						21		
						21		

OREGON STATE HIGHWAY DIVISION 03/29/88 **PROGRESS ESTI**

SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U'XING

HIGHWAY OREGON-WASHINGTON

COUNTY UMATILLA

TYPE WORK GRAD,PAV,STRUCTURES,SIGN & ILLUM

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	625 CD	59 CD	12-02-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
98998	INC PROJ AUTH APP 10-16-86				26635330		
98999	CONTINGENCIES				12798587		
99999	ENGINEERING				22753043		46200000
	GRAND TOTALS				346600000		342145148

RESIDENT ENGINEER ------------------------------ DATE ---------- DIVISION ENGINEER --

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 27

FORM 81-734-3498 REV. 8-

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO C09875

F.A.P FFR 0019007

FFR 0019007

E.A C09875

AWARDED 08 02 84

ESTIMATE NO 029

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	46200000		46180602		19398			
	342145148		342007150		137998			

DIVISION ENGINEER ---------------------------- DATE ----------

OREGON STATE HIGHWAY DIVISION 03/29/88 **PROGRESS ESTI**

SECTION	UMATILLA RV(RIVERSIDE)BR&UPRR U*XING	SPEC D COMPLETION	EXTENSION	APPROVED
HIGHWAY	OREGON-WASHINGTON	A) 625 CD	59 CD	12-02-8
		B)		
COUNTY	UMATILLA	C)		
TYPE WORK	GRAD,PAV,STRUCTURES,SIGN & ILLUM	CONTRACTOR	ROSS BROS. CONSTRUCTION INC	

ITEM NO. | ITEM NAME | UNIT | UNIT PRICE | ORIGINAL AUTHORIZATION QUANTITY | AMOUNT | CORRECTED ESTIMATE QUANTITY | AMOUNT

PART CODE	EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE		PROJECT ID	VENDOR-N
11	C09875	031	88.15	F	0019 007	
11	C09875	031	11.85	F	0019 007	UNION PACIFIC RAIL
21	C09875	021	80.00	BRF	0019 007	
21	C09875	021	20.00	BRF	0019 007	FEDERAL HIGHWAY
81	C09875	083	88.15	F	0019 007	
81	C09875	083	11.85	F	0019 007	FEDERAL HIGHWAY
90	C09875	010				UNION PACIFIC RAIL
10	C09875	030				UNION PACIFIC RAIL
20	C09875	020				FEDERAL HIGHWAY

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 28

FORM 81-734-3498 REV. 8-8

EXTENSION	APPROVED	USED
59 CD	12-02-86	789

CONTRACT NO. C09875
F.A.P. FFR 0019007
FFR 0019007
E.A. C09875
AWARDED 08 02 84
ESTIMATE NO. 029
FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/10		TO COMPLETE 86/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	VENDOR-NAME							
UNION PACIFIC RAILROAD CO								
FEDERAL HIGHWAY								
FEDERAL HIGHWAY								
UNION PACIFIC RAILROAD CO								
UNION PACIFIC RAILROAD CO								
FEDERAL HIGHWAY								

④ 3/30/88 C 397

9875

3-30-88

F-FR-19(2)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR WARRANT

Payable to: Ross Bros Construction Inc

Project No.:

Hwy. Agr. No.:

Contract No.: 09875

Project: Interest on final Contract Payment

Estimate No.:

Work Order No.:

Period Covered:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Interest on 13286.21 from 6/24/87 to			2452.87
	3/21/88 273 days @ 9.0179/day	2452.87		
	Totals			
	Retained ___%			
	Total Payments	2452.87		2452.87

Approved by: J. Clemons

Prepared by: Carolyn A. Miller MW

Common Data Elements

Doc. No. CD9875

03 30 88
Month Day Year

Agency 02 Vendor # 960823 Suf. 00 Ref. Doc./Suf.. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RP
01	223	C09875	010	8008	349	201		C09875/int	2452.87			
02												
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/3/85)

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                              OREGON DEPARTMENT OF TRANSPORTATION                                    03/21/88
                                       HIGHWAY DIVISION
FMCP010-1      CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE            PAGE    1

 CONTRACT NUMBER:  C09875          ESTIMATE NUMBER: 029        FINAL              ROSS BROS. CONSTRUCTION INC.

                               CONTRACT           LIQUIDATED            RETAINAGE          FORCE ACCOUNT         N
 NUMBER      NUMBER            PAYMENT              DAMAGE                                    AMOUNT

 AMOUNT TO DATE:             2,712,999.11               0.00                  0.00            13,612.87         2,
 PRIOR AMOUNT:               2,704,712.90               0.00             10,000.00            13,612.87         2,

 PRESENT AMOUNT:                 8,286.21               0.00             10,000.00-                0.00

 EA-         SUB-              CONTRACT           LIQUIDATED            RETAINAGE          FORCE ACCOUNT         N
 NUMBER      NUMBER            PAYMENT              DAMAGE                                    AMOUNT

 C09875       020                    0.00               0.00                 40.00-                0.00
 C09875       021                2,702.62-              0.00              8,070.00-                0.00
 C09875       030                1,104.30               0.00                380.00-                0.00
 C09875       031                9,884.41               0.00              1,400.00-                0.00
 C09875       083                    0.12               0.00                110.00-                0.00

           TOTAL                 8,286.21               0.00             10,000.00-                0.00



 PROJECT MANAGER-PENNER - REGION 5

 TYPE OF RETAINAGE : INTEREST BEARING ACCOUNT

 LUMP SUM          :              .00

 PERCENT RETAINED  :
```

3-21-88 C130 —

3rd Not date 5/26/87

Est 029 only W 860362 . 3/21/88 18286.21

OREGON DEPARTMENT OF TRANSPORTATION 03/21/88
HIGHWAY DIVISION
CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE PAGE 1

3-21-88 C130 —

IBER: C09875 ESTIMATE NUMBER: 029 FINAL ROSS BROS. CONSTRUCTION INC.

UMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
TES:	2,712,999.11	0.00	0.00	13,612.87	2,726,611.98
:	2,704,712.90	0.00	10,000.00	13,612.87	2,708,325.77
NTS:	8,286.21	0.00	10,000.00-	0.00	18,286.21

UB- UMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
020	0.00	0.00	40.00-	0.00	40.00
021	2,702.62-	0.00	8,070.00-	0.00	5,367.38
030	1,104.30	0.00	380.00-	0.00	1,484.30
031	9,884.41	0.00	1,400.00-	0.00	11,284.41
083	0.12	0.00	110.00-	0.00	110.12
AL	8,286.21	0.00	10,000.00-	0.00	18,286.21

GER-PENNER - REGION 5

INAGE : INTEREST BEARING ACCOUNT

: .00

INED :

ot date 5/26/87
only 7486036.2 3/21/88 18286.21

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY UMATILLA	CONTRACT NO. C09875	ESTIMATE NO. 29	FINAL
HIGHWAY OREGON-WASHINGTON	FEDERAL AID PROJECT NO. FFR 0019007 FFR 0019007		
SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U'XING			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRE
001	11 MOBILIZATION	LUMP SUM	210000.0000	17.000	35700.00	35700.00	
001	21 MOBILIZATION	LUMP SUM	210000.0000	83.000	174300.00	174300.00	
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	7000.0000	65.000	4550.00	4550.00	
002	21 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	7000.0000	35.000	2450.00	2450.00	
003	11 TEMPORARY SIGNS	SQ FT	9.0000	361.360	3252.24	3252.24	
003	21 TEMPORARY SIGNS	SQ FT	9.0000	195.440	1758.96	1758.96	
004	11 TEMPORARY BARRICADES	EACH	100.0000	2.000	200.00	200.00	
004	21 TEMPORARY BARRICADES	EACH	100.0000	1.000	100.00	100.00	
006	21 TEMPORARY CONC BARRIER	LIN FT	10.0000	987.000	9870.00	9870.00	
007	21 MOVING TEMPORARY CONC BARRIER	LIN FT	7.0000	226.000	1582.00	1578.50	
008	11 TEMPORARY PLASTIC SAFETY MARKERS	EACH	50.0000	57.170	2858.50	2858.50	
008	21 TEMPORARY PLASTIC SAFETY MARKERS	EACH	50.0000	29.830	1491.50	1491.50	
009	11 FLAGGERS	HOUR	16.0000	1,300.000	20800.00	20800.00	
009	21 FLAGGERS	HOUR	16.0000	700.000	11200.00	11200.00	
010	11 CLEARING AND GRUBBING	LUMP SUM	8000.0000	35.000	2800.00	2800.00	
010	21 CLEARING AND GRUBBING	LUMP SUM	8000.0000	65.000	5200.00	5200.00	
011	11 REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	2500.0000	50.000	1250.00	1250.00	
011	21 REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	2500.0000	50.000	1250.00	1250.00	
012	21 DITCH EXCAVATION	CU YD	20.0000	27.700	554.00	554.00	
013	11 GENERAL EXCAVATION	CU YD	3.7500	22,969.640	86136.15	78807.43	
013	21 GENERAL EXCAVATION	CU YD	3.7500	12,368.260	46380.98	54614.33	
014	21 TOE TRENCH EXCAVATION	CU YD	6.0000	944.920	5669.52	5672.40	
015	11 TRENCH EXCAVATION	CU YD	8.0000	484.680	3877.44	3877.44	
015	21 TRENCH EXCAVATION	CU YD	8.0000	1,310.500	10484.00	9976.56	
016	11 FINISHING ROADBED AND SLOPES	LUMP SUM	5000.0000	50.000	2500.00	2500.00	
016	21 FINISHING ROADBED AND SLOPES	LUMP SUM	5000.0000	50.000	2500.00	2500.00	
017	11 WATERING PA 5	M-GAL	15.0000	893.460	13401.90	13401.90	
017	21 WATERING PA 5	M-GAL	15.0000	595.640	8934.60	8934.60	
018	11 AGGREGATE BASE	TON	9.0000	782.910	7046.19	4592.61	
018	21 AGGREGATE BASE	TON	9.0000	385.600	3470.40	2296.35	

DATE 03 21 88 PG. 01 C09875	TOTAL CONTRACT ITEMS			
	FORCE ACCOUNT			
ENGINEER OR AUDITOR				

TRACT PAYMENT VOUCHER

COUNTY UMATILLA	CONTRACT NO. C09875	ESTIMATE NO. 29	FINAL
HIGHWAY OREGON-WASHINGTON	FEDERAL AID PROJECT NO. FFR 0019007 FFR 0019007		
SECTION UMATILLA RV(RIVERSIDE)BR&UPRR U*XING			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ILIZATION	LUMP SUM	210000.0000	17.000	35700.00	35700.00	
ILIZATION	LUMP SUM	210000.0000	83.000	174300.00	174300.00	
PORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	7000.0000	65.000	4550.00	4550.00	
PORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	7000.0000	35.000	2450.00	2450.00	
PORARY SIGNS	SQ FT	9.0000	361.360	3252.24	3252.24	
PORARY SIGNS	SQ FT	9.0000	195.440	1758.96	1758.96	
PORARY BARRICADES	EACH	100.0000	2.000	200.00	200.00	
PORARY BARRICADES	EACH	100.0000	1.000	100.00	100.00	
PORARY CONC BARRIER	LIN FT	10.0000	987.000	9870.00	9870.00	
ING TEMPORARY CONC BARRIER	LIN FT	7.0000	226.000	1582.00	1578.50	3.50
PORARY PLASTIC SAFETY MARKERS	EACH	50.0000	57.170	2858.50	2858.50	
PORARY PLASTIC SAFETY MARKERS	EACH	50.0000	29.830	1491.50	1491.50	
GGERS	HOUR	16.0000	1,300.000	20800.00	20800.00	
GGERS	HOUR	16.0000	700.000	11200.00	11200.00	
ARING AND GRUBBING	LUMP SUM	8000.0000	35.000	2800.00	2800.00	
ARING AND GRUBBING	LUMP SUM	8000.0000	65.000	5200.00	5200.00	
OVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	2500.0000	50.000	1250.00	1250.00	
OVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	2500.0000	50.000	1250.00	1250.00	
LH EXCAVATION	CU YD	20.0000	27.700	554.00	554.00	
RAL EXCAVATION	CU YD	3.7500	22,969.640	86136.15	70807.43	15328.72
RAL EXCAVATION	CU YD	3.7500	12,368.280	46380.98	54614.33	8233.35-
TRENCH EXCAVATION	CU YD	6.0000	944.920	5669.52	5672.40	2.68-
ACH EXCAVATION	CU YD	8.0000	484.680	3877.44	3877.44	
ACH EXCAVATION	CU YD	8.0000	1,310.500	10484.00	9970.56	513.44
ISHING ROADBED AND SLOPES	LUMP SUM	5000.0000	50.000	2500.00	2500.00	
ISHING ROADBED AND SLOPES	LUMP SUM	5000.0000	50.000	2500.00	2500.00	
ERING PA 5	M-GAL	15.0000	893.460	13401.90	13401.90	
ERING FA 5	M-GAL	15.0000	595.640	8934.60	8934.60	
REGATE BASE	TON	9.0000	782.910	7046.19	4592.61	2453.58
REGATE BASE	TON	9.0000	385.600	3470.40	2296.35	1174.05
44 PG. 01 C09875	TOTAL CONTRACT ITEMS					
	FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09875

ESTIMATE NO. 29

FEDERAL AID PROJECT NO.

FINAL

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRE
022	11 CLASS C ASPHALT CONCRETE MIXTURE	TON	21.5000	4,403.540	94676.11	94663.86	
022	21 CLASS C ASPHALT CONCRETE MIXTURE	TON	21.5000	2,221.300	47757.95	47757.95	
023	11 ASPHALT CEMENT IN MIXTURE	TON	185.0000	237.100	43863.50	43869.40	
023	21 ASPHALT CEMENT IN MIXTURE	TON	185.0000	120.160	22229.60	22229.60	
024	11 HYDRATED LIME IN MIXTURE	TON	120.0000	41.410	4969.20	4969.20	
024	21 HYDRATED LIME IN MIXTURE	TON	120.0000	21.610	2593.20	2593.20	
026	11 12-INCH STORM SEWER PIPE	LIN FT	12.0000	805.230	9662.76	9149.40	
026	21 12-INCH STORM SEWER PIPE	LIN FT	12.0000	361.770	4341.24	4122.60	
027	21 15-INCH STORM SEWER PIPE	LIN FT	15.5000	114.000	1767.00	1767.00	
028	11 18-INCH STORM SEWER PIPE	LIN FT	19.5000	1,202.620	23451.09	23451.09	
028	21 18-INCH STORM SEWER PIPE	LIN FT	19.5000	1,382.380	26956.41	26351.91	
029	21 24-INCH STORM SEWER PIPE	LIN FT	27.0000	46.000	1242.00	1242.00	
030	11 EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	23.0000	23.000	529.00	529.00	
032	11 CONCRETE MANHOLES	EACH	1500.0000	3.870	5805.00	5805.00	
032	21 CONCRETE MANHOLES	EACH	1500.0000	5.130	7695.00	7695.00	
033	11 CONCRETE INLETS TYPE CG-2	EACH	350.0000	12.670	4434.50	4434.50	
033	21 CONCRETE INLETS TYPE CG-2	EACH	350.0000	6.330	2215.50	2215.50	
034	11 CONCRETE INLETS TYPE G-2MA	EACH	400.0000	1.000	400.00	400.00	
035	21 6-INCH DRAIN PIPE	LIN FT	3.6000	1,277.000	4597.20	4592.52	
036	21 DRAIN BACKFILL MATERIAL	CU YD	12.0000	108.700	1304.40	1304.40	
037	21 CLSR CHAIN LINK FENCE	LIN FT	7.0000	597.000	4179.00	4179.00	
038	61 CONCRETE WALKS	SQ YD	12.0000	2,305.210	27662.52	27662.40	
039	11 CONCRETE DRIVEWAYS	SQ YD	14.0000	342.890	4800.46	4800.18	
039	21 CONCRETE DRIVEWAYS	SQ YD	14.0000	90.530	1267.42	1267.42	
040	11 CONCRETE CURBS	LIN FT	3.0000	3,451.280	10353.84	10135.14	
040	21 CONCRETE CURBS	LIN FT	3.0000	1,307.620	3922.86	3922.86	
041	11 EXTRA FOR ASPHALT APPROACHES	EACH	100.0000	7.000	700.00	700.00	
042	21 CONCRETE BARRIER	LIN FT	25.0000	640.000	16000.00	16000.00	
043	21 LOOSE RIPRAP CLASS 100	CU YD	60.0000	6.200	372.00	372.00	
044	21 LOOSE RIPRAP CLASS 700	CU YD	17.0000	1,216.180	20675.06	20782.50	
045	21 FILTER BLANKET	CU YD	13.0000	98.300	1277.90	1277.90	
		TOTAL CONTRACT ITEMS					
		FORCE ACCOUNT					

DATE

03 21 88 PG. 02 C09875

ENGINEER OR AUDITOR

RACT PAYMENT VOUCHER

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09875

ESTIMATE NO. 29

FEDERAL AID PROJECT NO.

FINAL

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
C ASPHALT CONCRETE	MIXTURE	TON	21.5000	4,403.540	94676.11	94663.86	12.25
C ASPHALT CONCRETE	MIXTURE	TON	21.5000	2,221.300	47757.95	47757.95	
LT CEMENT IN	MIXTURE	TON	185.0000	237.100	43863.50	43889.40	25.90-
LT CEMENT IN	MIXTURE	TON	185.0000	120.160	22229.60	22229.60	
TED LIME IN MIXTURE		TON	120.0000	41.410	4969.20	4969.20	
TED LIME IN MIXTURE		TON	120.0000	21.610	2593.20	2593.20	
CH STORM SEWER PIPE		LIN FT	12.0000	805.230	9662.76	9149.40	513.36
CH STORM SEWER PIPE		LIN FT	12.0000	361.770	4341.24	4122.60	218.64
CH STORM SEWER PIPE		LIN FT	15.5000	114.000	1767.00	1767.00	
CH STORM SEWER PIPE		LIN FT	19.5000	1,202.620	23451.09	23451.09	
CH STORM SEWER PIPE		LIN FT	19.5000	1,382.380	26956.41	26351.91	604.50
CH STORM SEWER PIPE		LIN FT	27.0000	46.000	1242.00	1242.00	
FOR PIPE UNDER	PAVEMENT	LIN FT	23.0000	23.000	529.00	529.00	
ETE MANHOLES		EACH	1500.0000	3.870	5805.00	5805.00	
ETE MANHOLES		EACH	1500.0000	5.130	7695.00	7695.00	
ETE INLETS	TYPE CG-2	EACH	350.0000	12.670	4434.50	4434.50	
ETE INLETS	TYPE CG-2	EACH	350.0000	6.330	2215.50	2215.50	
ETE INLETS	TYPE G-2MA	EACH	400.0000	1.000	400.00	400.00	
H DRAIN PIPE		LIN FT	3.6000	1,277.000	4597.20	4592.52	4.68
BACKFILL MATERIAL		CU YD	12.0000	108.700	1304.40	1304.40	
CHAIN LINK FENCE		LIN FT	7.0000	597.000	4179.00	4179.00	
ETE WALKS		SQ YD	12.0000	2,305.210	27662.52	27662.40	.12
ETE DRIVEWAYS		SQ YD	14.0000	342.890	4800.46	4800.18	.28
ETE DRIVEWAYS		SQ YD	14.0000	90.530	1267.42	1267.42	
ETE CURBS		LIN FT	3.0000	3,451.280	10353.84	10135.14	218.70
ETE CURBS		LIN FT	3.0000	1,307.620	3922.86	3922.86	
FOR ASPHALT	APPROACHES	EACH	100.0000	7.000	700.00	700.00	
ETE BARRIER		LIN FT	25.0000	640.000	16000.00	16000.00	
RIPRAP CLASS 100		CU YD	60.0000	6.200	372.00	372.00	
RIPRAP CLASS 700		CU YD	17.0000	1,216.180	20675.06	20782.50	107.44-
BLANKET		CU YD	13.0000	98.300	1277.90	1277.90	
PG. 02 C09875		TOTAL CONTRACT ITEMS					
		FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09475

ESTIMATE NO. 28

FEDERAL AID PROJECT NO.

FINAL

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRES
046	11 ADJUSTING MANHOLES	EACH	300.0000	3.000	900.00	900.00	
047	90 SINGLE MAILBOX SUPPORTS	EACH	100.0000	11.000	1100.00	1100.00	
048	21 ROADSIDE SEEDING AND MULCHING	ACRE	1000.0000	2.800	2800.00	2800.00	
049	21 BRIDGE REMOVAL WORK	LUMP SUM	15000.0000	100.000	15000.00	15000.00	
050	21 SHORING CRIBBING ETC	LUMP SUM	20000.0000	100.000	20000.00	20000.00	
051	21 STRUCTURE EXCAVATION	CU YD	13.0000	2,198.000	28574.00	26580.50	
052	21 STRUCTURE EXCAVATN BELOW ELEVATIONS SHWN	CU YD	13.0000	24.500	318.50	318.50	
053	21 SPECIAL WALL BACKFILL	CU YD	12.5000	1,209.700	15121.25	15105.00	
054	10 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	125000.0000	6.000	7500.00	7500.00	
054	20 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	125000.0000	6.000	7500.00	7500.00	
054	21 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	125000.0000	88.000	110000.00	110000.00	
055	10 REINFORCEMENT	LUMP SUM	35383.0000	6.000	2122.98	2122.98	
055	20 REINFORCEMENT	LUMP SUM	35383.0000	6.000	2122.98	2122.98	
055	21 REINFORCEMENT	LUMP SUM	35383.0000	88.000	31137.04	31137.04	
056	10 STRUCTURAL STEEL	LUMP SUM	240000.0000	27.000	64800.00	64800.00	
056	21 STRUCTURAL STEEL	LUMP SUM	240000.0000	73.000	175200.00	175200.00	
057	21 8-INCH CULVERT PIPE	LIN FT	12.0000	89.000	1068.00	1056.00	
058	21 4-INCH PVC PIPE	LIN FT	7.5000	69.000	517.50	516.00	
059	21 8-INCH HALF ROUND DECK DRAIN	LIN FT	22.0000	226.000	4972.00	4958.80	
060	21 WATERPROOFING AND PROTECTIVE COV	SQ YD	55.0000	272.600	14993.00	14993.00	
061	21 BRIDGE REMVAL WORK	LUMP SUM	30000.0000	100.000	30000.00	30000.00	
062	21 SHORING CRIBBING ETC	LUMP SUM	16000.0000	100.000	16000.00	16000.00	
063	21 STRUCTURAL EXCAVATION	CU YD	21.0000	837.100	17579.10	17814.30	
064	21 STRUCTURE EXCAVATN BELOW ELEVATIONS SHWN	CU YD	21.0000	53.000	1113.00	1113.00	
065	21 SPECIAL WALL BACKFILL	CU YD	14.0000	60.700	849.80	863.80	
066	21 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	96000.0000	100.000	96000.00	96000.00	
067	21 STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	78000.0000	100.000	78000.00	78000.00	
068	21 REINFORCEMENT	LUMP SUM	53340.0000	100.000	53340.00	53340.00	
069	21 COATED REINFORCEMENT	LUMP SUM	28080.0000	100.000	28080.00	28080.00	
070	21 120"/125" BULB TEE PRESTRESSED BM	EACH	11000.0000	28.000	308000.00	308000.00	
071	21 REINFORCED CONC BRIDGE END PANELS	SQ YD	58.0000	380.000	22040.00	22040.00	

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	TOTAL CONTRACT ITEMS			
	FORCE ACCOUNT			

ENGINEER OR AUDITOR

TRACT PAYMENT VOUCHER

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09475

ESTIMATE NO. 28

FEDERAL AID PROJECT NO.

FINAL

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
STING MANHOLES		EACH	300.0000	3.000	900.00	900.00	
LE MAILBOX SUPPORTS		EACH	100.0000	11.000	1100.00	1100.00	
SIDE SEEDING AND	MULCHING	ACRE	1000.0000	2.800	2800.00	2800.00	
CE REMOVAL WORK		LUMP SUM	15000.0000	100.000	15000.00	15000.00	
ING CRIBBING ETC		LUMP SUM	20000.0000	100.000	20000.00	20000.00	
CTURE EXCAVATION		CU YD	13.0000	2,198.000	28574.00	28580.50	6.50-
CTURE EXCAVATN BELOW	ELEVATIONS SHWN	CU YD	13.0000	24.500	318.50	318.50	
IAL WALL BACKFILL		CU YD	12.5000	1,209.700	15121.25	15105.00	16.25
CTURAL CONCRETE	CLASS 3300	LUMP SUM	125000.0000	6.000	7500.00	7500.00	
CTURAL CONCRETE	CLASS 3300	LUMP SUM	125000.0000	6.000	7500.00	7500.00	
CTURAL CONCRETE	CLASS 3300	LUMP SUM	125000.0000	88.000	110000.00	110000.00	
FORCEMENT		LUMP SUM	35383.0000	6.000	2122.98	2122.98	
FORCEMENT		LUMP SUM	35383.0000	6.000	2122.98	2122.98	
FORCEMENT		LUMP SUM	35383.0000	88.000	31137.04	31137.04	
CTURAL STEEL		LUMP SUM	240000.0000	27.000	64800.00	64800.00	
CTURAL STEEL		LUMP SUM	240000.0000	73.000	175200.00	175200.00	
CH CULVERT PIPE		LIN FT	12.0000	89.000	1068.00	1056.00	12.00
CH PVC PIPE		LIN FT	7.5000	69.000	517.50	516.00	1.50
CH HALF ROUND DECK	DRAIN	LIN FT	22.0000	226.000	4972.00	4958.80	13.20
PROOFING AND	PROTECTIVE COVR	SQ YD	55.0000	272.600	14993.00	14993.00	
CE REMVAL WORK		LUMP SUM	30000.0000	100.000	30000.00	30000.00	
ING CRIBBING ETC		LUMP SUM	16000.0000	100.000	16000.00	16000.00	
CTURAL EXCAVATION		CU YD	21.0000	837.100	17579.10	17814.30	235.20-
CTURE EXCAVATN BELOW	ELEVATIONS SHWN	CU YD	21.0000	53.000	1113.00	1113.00	
IAL WALL BACKFILL		CU YD	14.0000	60.700	849.80	863.80	14.00-
CTURAL CONCRETE	CLASS 3300	LUMP SUM	96000.0000	100.000	96000.00	96000.00	
CTURAL CONCRETE	CLASS 4500	LUMP SUM	78000.0000	100.000	78000.00	78000.00	
FORCEMENT		LUMP SUM	53340.0000	100.000	53340.00	53340.00	
D REINFORCEMENT		LUMP SUM	28080.0000	100.000	28080.00	28080.00	
/125" BULB TEE	PRESTRESSED BMS	EACH	11000.0000	28.000	308000.00	308000.00	
ORCED CONC BRIDGE	END PANELS	SQ YD	58.0000	380.000	22040.00	22040.00	
~~PG. 63 C09475~~		TOTAL CONTRACT ITEMS					
		FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09675

ESTIMATE NO. 29

FEDERAL AID PROJECT NO.

FINAL

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRE
072	21 THREE TUBE STEEL RAILING	LIN FT	43.0000	538.000	23134.00	23134.00	
073	21 1-1/2-INCH ELECTRICAL CONDUIT	LIN FT	6.0000	284.000	1704.00	1704.00	
074	21 INSTALL WATER MAIN	LUMP SUM	8250.0000	100.000	8250.00	8250.00	
081	21 SHORING CRIBBING ETC	LUMP SUM	21000.0000	100.000	21000.00	21000.00	
082	21 STRUCTURE EXCAVATION	CU YD	6.0000	1,910.400	11462.40	11464.20	
084	21 SPECIAL WALL BACKFILL	CU YD	14.0000	555.400	7775.60	7777.00	
085	21 CONCRETE IN WALLS	CU YD	179.0000	689.300	123384.70	121029.06	
086	21 REINFORCEMENT IN WALLS	LB	.4200	48,446.500	20347.53	20326.32	
087	11 REMOVAL OF EXISTING SIGN INSTALLATIONS	LUMP SUM	300.0000	65.000	195.00	195.00	
087	21 REMOVAL OF EXISTING SIGN INSTALLATIONS	LUMP SUM	300.0000	35.000	105.00	105.00	
088	11 WOOD SIGN SUPOSTS	LUMP SUM	1900.0000	65.000	1235.00	1235.00	
088	21 WOOD SIGN SUPOSTS	LUMP SUM	1900.0000	35.000	665.00	665.00	
089	11 TYPE C AND R SIGNS IN PLACE	SQ FT	8.0000	36.900	295.20	295.20	
089	21 TYPE C AND R SIGNS IN PLACE	SQ FT	8.0000	16.700	133.60	133.60	
090	11 TYPE EE SIGNS IN PLACE	SQ FT	10.0000	23.940	239.40	239.40	
090	21 TYPE EE SIGNS IN PLACE	SQ FT	10.0000	7.560	75.60	75.60	
091	11 TYPE M SIGNS IN PLACE	SQ FT	7.0000	2.760	19.32	19.32	
091	21 TYPE M SIGNS IN PLACE	SQ FT	7.0000	1.840	12.88	12.88	
092	11 TYPE U SIGNS IN PLACE	SQ FT	15.0000	6.110	91.65	91.65	
092	21 TYPE U SIGNS IN PLACE	SQ FT	15.0000	132.390	1985.85	1965.85	
093	21 POLE FOUNDATIONS	LUMP SUM	2180.0000	100.000	2180.00	2160.00	
094	21 ROADWAY LIGHT POLES AND ARMS	LUMP SUM	3450.0000	100.000	3450.00	3450.00	
095	21 LUMINAIRES LAMPS AND BALLASTS	LUMP SUM	600.0000	100.000	600.00	600.00	
096	21 SWITCHING WIRING CONDUIT ETC	LUMP SUM	3700.0000	100.000	3700.00	3700.00	
	PRICE AGREEMENT ITEMS						
4001D	21 LUMP SUM COMPENSATION CORRECTS 3001C	LUMP SUM	190320.0000	100.000	190320.00	190320.00	
4002A	11 CLASS "B" BEDDING MATL	CU YD	11.7000	181.600	2124.72	2645.37	
4004A	21 CL 2500 FILLER CONCRETE	CU YD	90.0000	24.500	2205.00	2196.00	
4005C	11 ADDL AGG BASE	TON	8.2000	4,830.500	39610.10	39610.10	

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TOTAL CONTRACT ITEMS			
FORCE ACCOUNT			

ENGINEER OR AUDITOR

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COUNTY

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SECTION

CONTRACT NO. C09675

ESTIMATE NO. 29

FEDERAL AID PROJECT NO.

FINAL

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
EE TUBE STEEL RAILING	LIN FT	43.0000	538.000	23134.00	23134.00	
/2-INCH ELECTRICAL CONDUIT	LIN FT	6.0000	284.000	1704.00	1704.00	
TALL WATER MAIN	LUMP SUM	8250.0000	100.000	8250.00	8250.00	
RING CRIBBING ETC	LUMP SUM	21000.0000	100.000	21000.00	21000.00	
UCTURE EXCAVATION	CU YD	6.0000	1,910.400	11462.40	11464.20	1.60-
CIAL WALL BACKFILL	CU YD	14.0000	555.400	7775.60	7777.00	1.40-
CRETE IN WALLS	CU YD	179.0000	689.300	123384.70	121029.06	2355.64
NFORCEMENT IN WALLS	LB	.4200	48,446.500	20347.53	20326.32	21.21
OVAL OF EXISTING SIGN INSTALLATIONS	LUMP SUM	300.0000	65.000	195.00	195.00	
OVAL OF EXISTING SIGN INSTALLATIONS	LUMP SUM	300.0000	35.000	105.00	105.00	
SIGN SUPOSTS	LUMP SUM	1900.0000	65.000	1235.00	1235.00	
SIGN SUPOSTS	LUMP SUM	1900.0000	35.000	665.00	665.00	
C AND R SIGNS IN PLACE	SQ FT	8.0000	36.900	295.20	295.20	
C AND R SIGNS IN PLACE	SQ FT	8.0000	16.700	133.60	133.60	
EE SIGNS IN PLACE	SQ FT	10.0000	23.940	239.40	239.40	
EE SIGNS IN PLACE	SQ FT	10.0000	7.560	75.60	75.60	
M SIGNS IN PLACE	SQ FT	7.0000	2.760	19.32	19.32	
M SIGNS IN PLACE	SQ FT	7.0000	1.840	12.88	12.88	
U SIGNS IN PLACE	SQ FT	15.0000	6.110	91.65	91.65	
U SIGNS IN PLACE	SQ FT	15.0000	132.390	1985.85	1985.85	
FOUNDATIONS	LUMP SUM	2180.0000	100.000	2180.00	2180.00	
WAY LIGHT POLES AND ARMS	LUMP SUM	3450.0000	100.000	3450.00	3450.00	
NAIRES LAMPS AND BALLASTS	LUMP SUM	600.0000	100.000	600.00	600.00	
CHING WIRING CONDUIT ETC	LUMP SUM	3700.0000	100.000	3700.00	3700.00	
ICE AGREEMENT ITEMS						
SUM COMPENSATION CORRECTS 3001C	LUMP SUM	190320.0000	100.000	190320.00	190320.00	
SS "B" BEDDING MATL	CU YD	11.7000	181.600	2124.72	2645.37	520.65-
2500 FILLER CONCRETE	CU YD	90.0000	24.500	2205.00	2196.00	9.00
AGG BASE	TON	8.2000	4,830.500	39610.10	39610.10	
	TOTAL CONTRACT ITEMS					
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	FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

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COUNTY

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SECTION

CONTRACT NO. C09875

ESTIMATE NO. 29

FEDERAL AID PROJECT NO.

FINAL

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRES
4005C	21 ADDL AGG BASE	TON	8.2000	23,200.110	190240.90	193390.52	
4005D	11 EXTRA ROADWAY EXC	LUMP SUM	3000.0000	17.000	510.00	510.00	
4005D	21 EXTRA ROADWAY EXC	LUMP SUM	3000.0000	83.000	2490.00	2490.00	
4006A	11 STRUCTURES & OBSTR WORK	LUMP SUM	2500.0000	100.000	2500.00	2500.00	
4007A	21 8" DRAIN PIPE	LIN FT	31.8000	91.000	2893.80	2877.90	
4008A	20 CURB REMOVAL	LUMP SUM	500.0000	100.000	500.00	500.00	
4009A	11 4 IN CORR POLY DRAIN PIPE	LIN FT	.6000-	1,147.000	688.20-	687.42-	
4012A	21 RAILROAD SUBBALLAST	TON	8.3300	1,392.930	11603.11	11603.11	
4014A	11 ON-THE-JOB TRAINING 94001	HOUR	.8000	741.000	592.80	592.80	
4015A	11 FLAGGERS	HOUR	18.0000	671.500	12087.00	12123.00	
4016A	20 PAYMENT FOR EXTRA WORK	LUMP SUM	750.0000	100.000	750.00	750.00	
4017A	11 FURNISH & INSTALL BRACES WATER MAIN	EACH	320.0000			4480.00	
4017A	21 LATERAL BRACES ON WATERLINE	EACH	320.0000	14.000	4480.00		
4018A	11 EMBANKMENT IN PLACE C 54+00 - 56+00	CU YD	3.5000	197.900	692.65	692.73	
4018B	11 SLOPE EXCAVATION C 58+00 - 60+00	HA	60.0000	6.000	360.00	360.00	
4018C	11 CONST RETAINING WALLS	LUMP SUM	500.0000	100.000	500.00		
4018C	21 2 RETAINING WALLS	LUMP SUM	500.0000			500.00	
4018D	11 REPAIR TELEPHONE LINE	LUMP SUM	87.0000	100.000	87.00		
4018D	21 REPAIR PHONE LINE	LUMP SUM	87.0000			87.00	
4020A	10 CONCRETE CURB	LIN FT	3.0000	368.100	1104.30		
4020A	11 CONCRETE CURB INC BID ITEM	LIN FT	3.0000			1104.30	
4021A	21 PAYMENT FOR DIAPHRAGM REPLACEMENT	LUMP SUM	21496.0000	100.000	21496.00	21496.00	
4021B	21 INTEREST	LUMP SUM	484.0000	100.000	484.00	484.00	
4022A	21 CLASS 3300 CONCRETE	CU YD	163.2700	6.000	979.62	979.62	
4022B	21 REINF STEEL	LBS	.4200	986.000	414.12	420.84	
4024	11 8" STORM SEWER PIPE	LUMP SUM	330.0000	100.000	330.00		
	ADJUSTMENT ITEMS						
6001A	ASPHALT ESCALATION MAY	LUMP SUM	99.0000	100.000	99.00	99.00	
6002A	11 ASPHALT ESCALATION JUNE	LUMP SUM	900.0000	100.000	900.00	900.00	

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TOTAL CONTRACT ITEMS

FORCE ACCOUNT

ENGINEER OR AUDITOR

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SECTION

CONTRACT NO. C09875

ESTIMATE NO. 29

FEDERAL AID PROJECT NO.

FINAL

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
L AGG BASE	TON	8.2000	23,200.110	190240.90	193390.52	3149.62-
RA ROADWAY EXC	LUMP SUM	3000.0000	17.000	510.00	510.00	
RA ROADWAY EXC	LUMP SUM	3000.0000	83.000	2490.00	2490.00	
UCTURES & OBSTR WORK	LUMP SUM	2500.0000	100.000	2500.00	2500.00	
RAIN PIPE	LIN FT	31.8000	91.000	2893.80	2877.90	15.90
D REMOVAL	LUMP SUM	500.0000	100.000	500.00	500.00	
N CORR POLY DRAIN PIPE	LIN FT	.6000-	1,147.000	688.20-	687.42-	.78
RROAD SUBBALLAST	TON	8.3300	1,392.930	11603.11	11603.11	
THE-JOB TRAINING 94001	HOUR	.8000	741.000	592.80	592.80	
GGERS	HOUR	18.0000	671.500	12087.00	12123.00	36.00-
MENT FOR EXTRA WORK	LUMP SUM	750.0000	100.000	750.00	750.00	
NISH & INSTALL BRACES WATER MAIN	EACH	320.0000			4480.00	4480.00-
RNAL BRACES ON WATERLINE	EACH	320.0000	14.000	4480.00		4480.00
ANKMENT IN PLACE C 54+00 - 56+00	CU YD	3.5000	197.900	692.65	692.79	.14-
PE EXCAVATION C 58+00 - 60+00	HR	60.0000	6.000	360.00	360.00	
CT RETAINING WALLS	LUMP SUM	500.0000	100.000	500.00		500.00
TAINING WALLS	LUMP SUM	500.0000			500.00	500.00-
AIR TELEPHONE LINE	LUMP SUM	87.0000	100.000	37.00		87.00
AIR PHONE LINE	LUMP SUM	87.0000			87.00	87.00-
CRETE CURB	LIN FT	3.0000	368.100	1104.30		1104.30
CRETE CURB INC BID ITEM	LIN FT	3.0000			1104.30	1104.30-
MENT FOR DIAPHRAGM REPLACEMENT	LUMP SUM	21496.0000	100.000	21496.00	21496.00	
REST	LUMP SUM	484.0000	100.000	484.00	484.00	
SS 3300 CONCRETE	CU YD	163.2700	6.000	979.62	979.62	
AF STEEL	LBS	.4200	986.000	414.12	420.84	6.72-
STORM SEWER PIPE	LUMP SUM	330.0000	100.000	330.00		330.00
DJUSTMENT ITEMS						
HALT ESCALATION MAY	LUMP SUM	99.0000	100.000	99.00	99.00	
HALT ESCALATION JUNE	LUMP SUM	900.0000	100.000	900.00	900.00	

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	FORCE ACCOUNT			

CONTRACT PAYMENT VOUCHER

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ESTIMATE NO. 29

FEDERAL AID PROJECT NO.

FINAL

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRES
6003A	11 ASPHALT ESCALATION AUGUST	LUMP SUM	441.0000	100.000	441.00	441.00	
6004A	11 ASPHALT ESCALATION SEPT	LUMP SUM	27.0000	100.000	27.00	27.00	
6006A	11 ASPHALT ESCALATION OCTOBER	LUMP SUM	63.0000	100.000	63.00	63.00	
6007A	11 LIQUIDATED DAMAGES	DAY	450.0000-	164.000	73800.00-	73800.00-	
6007B	10 TIME EXTENSION APP 12-2-86	DAY	450.0000	59.000	26550.00	26550.00	
6010	11 TIME EXTENSION PA 18 12-12-86	DAY	450.0000	6.000	2700.00	2700.00	
6011	10 TIME EXTENSION PA 20 12-08-86	DAY	450.0000	3.000	1350.00	1350.00	
6012A	11 TIME EXTENSION PA17 APP 100786	DAY	450.0000	7.000	3150.00	3150.00	
6013	21 TIME EXTENSION PA 21	DAY	450.0000	27.000	12150.00	12150.00	
6014	21 PRICE RED LOW STRENGTH CONCRETE	LUMP SUM	8166.8600-	100.000	8166.86-	8166.86-	
6015	11 PRICE REDUCTION NON-SPEC ASPH CONC	LUMP SUM	3421.6800-	100.000	3421.68-		
6016	21 CL "A" CONC ADJ	CU YD	163.2700	.830	135.51		
6017	21 REINFORCEMENT ADJ	LBS	.4200	153.020	64.27		
6018	11 ADJ ASPHALT ESCALATION	LUMP SUM	29.9700	100.000	29.97		
	FORCE ACCOUNT ITEMS						
801	11 ADDITIONAL CLEARANCE RR XING				7335.37	7335.37	
802	11 DRIVEWAYS				2355.13	2355.13	
803	20 CONSTRUCT CHANNEL FOR BT #1 EXPANSION JT				3922.37	3922.37	

DATE 03 21 88 PG. 06 C09875	TOTAL CONTRACT ITEMS	2712999.11	2704712.90
ENGINEER OR AUDITOR	FORCE ACCOUNT	13612.87 $2,726,611.98	13612.87

TRACT PAYMENT VOUCHER

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C69875

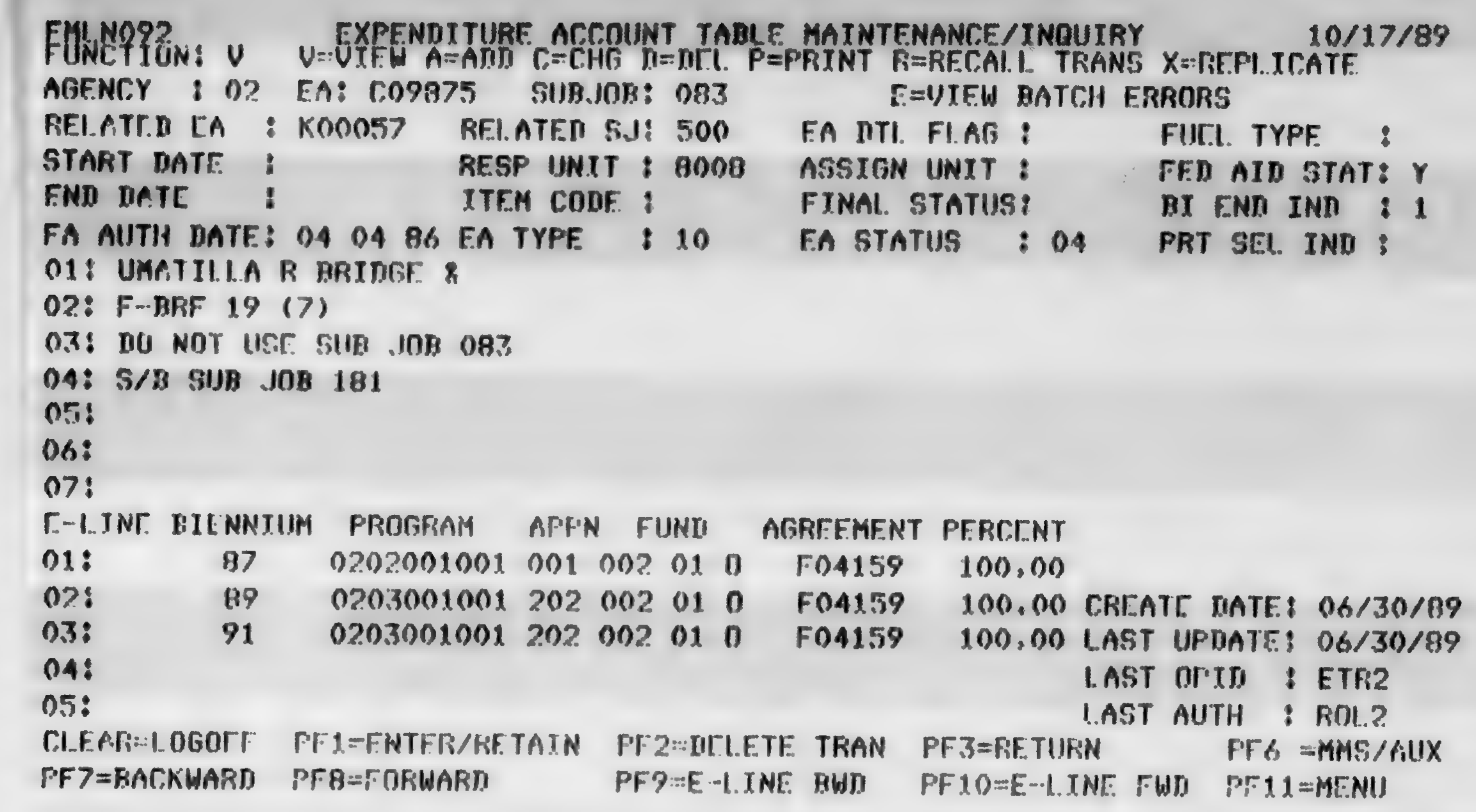
ESTIMATE NO. 29

FEDERAL AID PROJECT NO.

FINAL

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
PHALT ESCALATION	AUGUST	LUMP SUM	441.0000	100.000	441.00	441.00	
PHALT ESCALATION	SEPT	LUMP SUM	27.0000	100.000	27.00	27.00	
PHALT ESCALATION	OCTOBER	LUMP SUM	63.0000	100.000	63.00	63.00	
UIDATED DAMAGES		DAY	450.0000-	164.000	73800.00-	73800.00-	
E EXTENSION	APP 12-2-86	DAY	450.0000	59.000	26550.00	26550.00	
E EXTENSION	PA 18 12-12-86	DAY	450.0000	6.000	2700.00	2700.00	
E EXTENSION	PA 20 12-06-86	DAY	450.0000	3.000	1350.00	1350.00	
E EXTENSION	PA17 APP 100786	DAY	450.0000	7.000	3150.00	3150.00	
E EXTENSION	PA 21	DAY	450.0000	27.000	12150.00	12150.00	
CE RED LOW STRENGTH	CONCRETE	LUMP SUM	8166.8600-	100.000	8166.86-	8166.86-	
CE REDUCTION NON-SPEC	ASPH CONC	LUMP SUM	3421.6800-	100.000	3421.68-		3421.68-
"A" CONC ADJ		CU YD	163.2700	.830	135.51		135.51
NFORCEMENT ADJ		LBS	.4200	153.020	64.27		64.27
ASPHALT ESCALATION		LUMP SUM	29.9700	100.000	29.97		29.97
ORCE ACCOUNT ITEMS							
ITIONAL CLEARANCE RR	XING				7335.37	7335.37	
VEWAYS					2355.13	2355.13	
STRUCT CHANNEL FOR BT #1 EXPANSION JT					3922.37	3922.37	

68 PG. 06 C69875	TOTAL CONTRACT ITEMS	2712999.11	2704712.90	8286.21
	FORCE ACCOUNT	13612.87 $2,726,611.98	13612.87	



```
EMLN092         EXPENDITURE ACCOUNT TABLE MAINTENANCE/INQUIRY          10/17/89
FUNCTION: V   V=VIEW A=ADD C=CHG D=DEL P=PRINT R=RECALL TRANS X=REPLICATE
AGENCY  : 02  EA: C09875   SUBJOB: 083          E=VIEW BATCH ERRORS
RELATED EA  : K00057   RELATED SJ: 500    EA DTL FLAG :        FUEL TYPE   :
START DATE  :          RESP UNIT : 8008   ASSIGN UNIT :        FED AID STAT: Y
END DATE    :          ITEM CODE :        FINAL STATUS:        BI END IND  : 1
EA AUTH DATE: 04 04 86 EA TYPE   : 10     EA STATUS   : 04     PRT SEL IND :
01: UMATILLA R BRIDGE &
02: F-BRF 19 (7)
03: DO NOT USE SUB JOB 083
04: S/B SUB JOB 181
05:
06:
07:
E-LINE BIENNIUM  PROGRAM   APPN  FUND    AGREEMENT PERCENT
01:        87    0202001001 001 002 01 0   F04159   100.00
02:        89    0203001001 202 002 01 0   F04159   100.00 CREATE DATE: 06/30/89
03:        91    0203001001 202 002 01 0   F04159   100.00 LAST UPDATE: 06/30/89
04:                                                        LAST OPID  : ETR2
05:                                                        LAST AUTH  : ROL2
CLEAR=LOGOFF  PF1=ENTER/RETAIN  PF2=DELETE TRAN  PF3=RETURN       PF6 =MMS/AUX
PF7=BACKWARD  PF8=FORWARD       PF9=E-LINE BWD   PF10=E-LINE FWD  PF11=MENU
```

9875

10-17-89

STATE OF OREGON **INTEROFFICE MEMO**
Department of Transportation - Central Services Division

TO: Tom Penner, Project Manager
Region 5, Highway Division

September 25, 1990

FROM: Ray Damerell, Audit Supervisor
Audit & Review Services

SUBJECT: Audit Report No. 91-61
Union Pacific Railroad Company
Riverside Drive Underpass, Umatilla County
FA Project No. FFR-BRF-19(7)
EA No. C09875
Submitted by Dan Motley djm

On September 6 and 7, 1990 we performed a site audit of costs submitted by the Union Pacific Railroad Company (UPRR) for work performed under State Force Order Numbers 2 and 5, FA Project number FFR-BRF-19(7). Order No. 2, authorizing $98,000.00, was approved by the State on April 17, 1985; it was amended to $155,000.00 on March 11, 1986. Order #5, authorizing $91,000.00, was approved by the State on May 21, 1985 and amended to $133,000.00 on March 11,1986; Order #2 was for flagging and Order #5 covered all other work by the railroad. The Federal Highway Administration approved estimated costs of $122,676.00 for construction work by UPRR on July 5, 1984 and supplemented their approval up to $158,814.00 for Force Order #2 and up to $152,400.00 for Force Order #5 effective July 21, 1986. Total costs claimed for this project were $357,525.93, and the final billing to the State is for $44,221.83.

Our examination was made in accordance with General Accounting Office standards as implemented by Oregon Department of Transportation audit policy. Accordingly, the audit included such tests, observations, and inquiries of the company's records, procedures and internal controls as were considered necessary to provide assurance that the costs claimed were proper, and they complied with applicable laws, regulations, and the orders.

In our opinion, the above conditions were generally adequate to assure fair presentation of the claim, except as follows:

Amount Billed		$ 357,525.93
Errors & Omissions	$ .08-	
Labor was Understated	.46	
Labor additives were overstated	158.31-	
Equipment was overstated	30,609.47-	
Miscellaneous was overstated	3.36-	
Total Adjustments		$ 30,770.76-
Total Eligible		$ 326,755.17

Accordingly, $326,755.17 are eligible costs for reimbursement under terms of the orders. The eligible costs for Force Order #2 are $136,067.52 and are all flagging (protective costs). The eligible costs for Force Order #5 total $190,687.65 and represent $4,384.02 in Preliminary Engineering, $24,740.45 in Construction Engineering, and $161,563.18 in Construction cost. Construction costs of $1,791.80 were incurred prior to the FHWA authorization date and a revised PR1240 should be sought from the FHWA. Further, the costs allocated to SFO #5 exceed the Force Order by $57,687.65 and the FHWA authorization by $38,287.65. A supplemental Force Order and FHWA authorization should be sought for these amounts. Revised PR 1240's should be acquired prior to the final billing to the FHWA for this project and a supplement to SFO #5 should be written prior to closing this project's file. As of this report date UPRR has been paid $275,759.29 for the project and is eligible for an additional payment of $50,995.88.

cc: Merle Giersch, UPRR
Barbara Rowland, OPUC (Ref #83-750)

Billings & Revenue
Transportation Accounting Services

Attachment: Summary of Adjustments

Audit Report No. 91-61
September 25, 1990
Attachment

SUMMARY OF ADJUSTMENTS

Name of Entity: Union Pacific Railroad

Project Name: Riverside Drive Underpass

WO# 34273 Bill # 585081 EA #C09875-284/336

	Per Audit	Per Invoice	Adjustment Amount	
Total Billed				$ 357,525.93
Math error			.08-	
Corrected Total Billed				357,525.85
Labor additives	887.26	887.84	.58-	
" "	26.52	37.74	11.22-	
" "	9.57	0.00	9.57	
" "	8,389.64	8,426.48	36.84-	
" "	5,477.58	6,110.25	632.67-	
" "	513.27	0.00	513.27	
Equipment	234.60	23,686.01	23,451.41-	
"	71.52	7,229.58	7,158.06-	
Labor	601.16	600.70	.46	
Labor additives	259.82	259.66	.16	
Xerox copies	0.00	3.36	3.36-	
Total Adjustments				$ 30,770.68-
Total Eligible Costs				$ 326,755.17

1984 Helvetia Rd. Intchge. Sec, 9876
Sunset Hwy. E. of N. Plains
(gr, pav)

9876

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(32)

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 87147

2A. COUNTY NAME Washington

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 26, 1987

8. FEDERAL ROUTE NUMBER FAP 27

9. STATE ROUTE NUMBER 47

10. GENERAL LOCATION:
Sunset Hwy at Helvetia Rd. Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS
As requested by Mr. Potter's PEA dated 8/17/87 you are authorized to proceed with Phase I Preliminary Engineering and after FONSI approval, to continue through Phase II work including archeological salvage and Utility preparation work. If an EIS is required, you are only authorized to proceed through Phase I. TEC $215,500; Federal Funds $189,898.

RECEIVED
STATE HWY ENGR
SEP 16 '87
REFER TO Gilmour
FOR
Info Inves R/D D/R Sign Act File

Orig to
9/16

14. DATE 9/15/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9876

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 8-108	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County WASHINGTON
PROJECT REPORT NUMBER	8-17-87	Project Number F-HES-27-2(12)
MODIFICATION NUMBER 06		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 575,898.00	$ 584,353.00
Federal funds	$ 197,671.00 314,044.00	$ 197,671.00 (141) 321,497.00 (010)
Other revisions		

This modification is made for the following reasons:

To include approved increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of [illegible], 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~B~~y For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon July 27, 1987

Federal-Aid Project No. F-HES-27-2(12)

Helvetia Road Interchange Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 191,890.00
		Total	$ 191,890.00

Type Code Y008
Channelization

Order For Force Work No. 1	All Required		$ 35,500.00
		Total	$ 35,500.00

Type Code Y008
Channelization (M.P. 61.06)
Detour

Total from Estimate of August 8, 1984	$ 337,101.00

SUMMARY OF FUNDS

Description	Appn Code	Sub Job	Pro-Rata	Total Cost	Federal Funds	State Funds
P.E.	010	021	88.15%	$ 118,855.00	$ 104,770.00	$ 14,085.00
P.E.	141	011	90%	73,035.00	65,731.00	7,304.00
Channel. SFO	141	011	90%	35,500.00	21,950.00	3,550.00
Detour	010	011	88.15%	226,001.00	199,219.00	26,782.00
Detour	141	021	90%	111,100.00	99,990.00	11,110.00
Subtotal				$ 564,491.00	$ 501,660.00	$ 62,831.00
Reserve	010	011	88.15%	19,862.00	17,508.00	2,354.00
Subtotal				$ 584,353.00	$ 519,168.00	$ 65,185.00
Retain in Program						
Contract Work						
Interchange	010		88.15%	3,452,000.00	3,042,938.00	409,062.00
Total				$4,036,353.00	$3,562,106.00	$474,247.00

Sub-Job 010 = 0%; 011 = 61%; 020 = 0%; 021 = 39%
Contract No. C09876
Prefix No.: C034-1950
Prefix No.: C034-1098 (SFO)
Prefix No.: C034-1012 (Detour)

DDB:me

7876

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 7-290	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER		County Washington
MODIFICATION NUMBER 5		Project Number F-HES-27-2(12)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-21-86

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 582,720	$ 575,898
Federal funds	314,044 $ 203,810	314,044 (010) $ 197,671 (141)
Other revisions		

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21 ST day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout

for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon July 15, 1986

Federal-Aid Project No. F-HES-27-2(12)

Helvetia Road Interchange Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 183,435.00
		Total	$ 183,435.00

Type Code Y008
Channelization

Order for Force Work No. 1	All Required		$ 35,500.00
		Total	$ 35,500.00

Type Code Y008
Channelization (M.P. 61.06)
Detour

Subtotal from estimate of August 8, 1984		$ 299,472.94
	Engineering	37,628.06
	Total	$ 337,101.00

SUMMARY OF FUNDS

Description	Appn Code	Group	Total Cost	Federal Funds	State Funds
P.E.	010	1	$ 110,400.00	$ 97,317.00	$ 13,083.00
P.E.	141	2	73,035.00	65,731.00	7,304.00
Channel. (90.0%) SFO	141	2	35,500.00	31,950.00	3,550.00
Contract-Detour (88.15%)	010	1	226,001.00	199,219.00	26,782.00
Contract-Detour (90.0%)	141	2	111,100.00	99,990.00	11,110.00
Subtotal			$ 556,036.00	$ 494,207.00	$ 61,829.00
Reserve	010	1	19,862.00	17,508.00	2,354.00
Total			$ 575,898.00	$ 511,715.00	$ 64,183.00
Retain in Program					
Contract Work Interchange (88.15%)	010		3,452,000.00	3,042,938.00	409,062.00
Total			$4,027,898.00	$3,554,653.00	$ 473,245.00

Group 1:	100%
Contract No.:	9876
Prefix:	34-1950
Prefix:	34-1098 (SFO)
Prefix:	34-1012 (Contract-Detour)

RLC:bkb

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
4 228
PROJECT REPORT NUMBER
MODIFICATION NUMBER
4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State
OREGON
County
WASHINGTON
Project Number
F-HES-27-2(~~13~~)(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 1982, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 516,263.00	$ 582,720.00	
Federal funds	$ 314,044.00	$ 314,044.00	(010)
	144,000.00	203,810.00	(141)
Other revisions			

This modification is made for the following reasons: To include anticipated increase in preliminary engineering costs, and an increase in construction engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 9, 1985

FEDERAL AID PROJECT NO. F-HES-27-2(12)

HELVETIA ROAD INTERCHANGE SECTION
SUNSET HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	Lump Sum	All	Lump Sum	$ 183,435.00
		TOTAL		$ 183,435.00

TYPE CODE Y008
CHANNELIZATION

Order for Force Work No. 1	Lump Sum	All	Lump Sum	$ 35,500.00
		TOTAL		$ 35,500.00

TYPE CODE Y008
CHANNELIZATION (M.P. 61.06)
DETOUR

SUBTOTAL from Estimate of August 8, 1984		$ 299,472.94
	Engineering	44,450.06
	TOTAL	$ 343,923.00

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	GROUP	TOTAL COST		FEDERAL FUNDS	STATE FUNDS
P.E. (88.15%)	010	1	$ 110,400.00		$ 97,317.00 ✓	$ 13,083.00
P.E. (90.0%)	141	2	73,035.00		65,731.00 ✓	7,304.00
Channelization (90.0%)	141	2	35,500.00	34-1098	31,950.00 ✓	3,550.00
Contract-Detour (88.15%)	010	1	226,001.00	34-1012	199,219.00	26,782.00
Contract-Detour (90.0%)	141	2	117,922.00		106,129.00	11,793.00
SUBTOTAL			$ 562,858.00		$ 500,346.00	$ 62,512.00
RESERVE	010	1	19,862.00		17,508.00	2,354.00
SUBTOTAL			$ 582,720.00		$ 517,854.00	$ 64,866.00

RETAIN IN PROGRAM

Contract Work Interchange (88.15%)	010	3,452,000.00	3,042,938.00	409,062.00
TOTAL		$4,034,720.00	$3,560,792.00	$473,928.00

Group 1: 100%
Contract No. 9876
Prefix: 34-1950
Prefix: 34-1098 (SFO)
Prefix: 34-1012 (Contract-Detour)

WH:pf

·9876 ✓

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	8-135
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-13-84

Form Approved; O M B No. 04-R2089

State: Oregon
County: Washington
Project Number: HES-27-2(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 100,500	$ 516,263
Federal funds	47,954 (010) $ 41,490 (141)	314,044 (010) $ 144,000 (141)
Other revisions		

This modification is made for the following reasons: to include contract amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Alvie

for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 8, 1984

Federal Aid Project No. F-HES-27-2(12)

Helvetia Road Intchge. Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E. Preliminary Engineering

Preliminary Engineering	Lump Sum	All	Lump Sum	$	121,000.00
			Total	$	121,000.00

Type Code Y008 Channelization

Order For Force Work No. 1	Lump Sum	All	Lump Sum	$	35,500.00
			Total	$	35,500.00

Type Code Y008 Channelization (M.P. 61.06) Detour

Mobilization	Lump Sum	All	Lump Sum	$	5,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		1,500.00
Temporary Signs	Sq. Ft.	825	13.50		11,137.50
Temporary Barricades	Each	20	24.00		480.00
Temporary Guardrail, Type 1A, Reflectorized	Lin. Ft.	87	10.50		913.50
Temporary Plastic Safety Markers	Each	20	32.00		640.00
Temporary Delineators	Each	35	13.50		472.50
Sequential Arrow Signs	Each	1	3,600.00		3,600.00
Flaggers	Hour	600	15.00		9,000.00
Straw Bale Sediment Barrier, Type A	Lin. Ft.	1,500	7.50		11,250.00
Temporary Slope Drains	Lin. Ft.	400	12.00		4,800.00
Clearing and Grubbing	Lump Sum	All	Lump Sum		2,560.00
Ditch Excavation	Cu. Yd.	230	8.50		1,955.00
Embankment in Place	Cu. Yd.	50,750	2.99		151,742.50
Stone Embankment	Cu. Yd.	3,500	6.93		24,255.00

Trench Excavation	Cu. Yd.	365	8.50	3,102.50
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	2,535.00
Watering	M-Gal.	100	11.50	1,150.00
1"-0 Aggregate Base	Ton	2,480	8.20	20,336.00
Class "C" Asphalt Concrete	Ton	550	28.00	15,400.00
8-inch Culvert Pipe	Lin. Ft.	40	9.93	397.20
12-inch Culvert Pipe	Lin. Ft.	30	11.54	346.20
18-inch Culvert Pipe	Lin. Ft.	144	13.86	1,995.84
24-inch Culvert Pipe	Lin. Ft.	434	16.20	7,030.80
6-inch Drain Pipe	Lin. Ft.	580	6.83	3,961.40
Gravel in Drains	Cu. Yd.	92	13.30	1,223.60
Extra for Asphalt Approaches	Each	4	350.00	1,400.00
Paved Culvert End Slopes	Sq. Ft.	152	4.50	684.00
Geotextile Fabric in Drains	Sq. Yd.	645	0.72	464.40
Seeding, Fertilizing, Mulching and Tacking	Acre	1.3	800.00	1,040.00
				$ 290,872.94

Anticipated Items

Permanent Pavement Striping	Lump Sum	All	Lump Sum	$ 3,100.00
Temporary Erosion Control	Lump Sum	All	Lump Sum	500.00
Moving Flashing Beacon Installation	Lump Sum	All	Lump Sum	5,000.00
				$ 8,600.00
			Subtotal	$ 299,472.94
			Engineering	40,428.06
			Total	$ 339,901.00

Length of Project	0.0 mi.

Retain in Reserve

Settlement Platts	Lump Sum	All	Lump Sum	$ 1,500.00
Embankment Gravel Layer	Lump Sum	All	Lump Sum	16,000.00
			Subtotal	$ 17,500.00
			Engineering	2,362.00
			Total	$ 19,862.00

SUMMARY OF FUNDS

Description	Appn Code	Grp	Total Cost	Federal Funds	State Funds
P.E. (88.15%)	010	~~2~~ ~~1~~ ✓	$ 110,400.00	$ 97,317.00	$ 13,083.00
P.E. (90.0%)	141	~~1~~ ~~2~~ ✓	10,600.00	9,540.00	1,060.00
Channelization (90.0%)	141	~~1~~ 2	35,500.00	31,950.00	3,550.00
Contract-Detour (88.15%)	010	1	226,001.00	199,219.00	26,782.00
Contract-Detour (90.0%)	141	2	113,900.00	102,510.00	11,390.00
Subtotal			$ 496,401.00	$ 440,536.00	$ 55,865.00
Reserve	010	1	19,862.00	17,508.00	2,354.00
Subtotal			$ 516,263.00	$ 458,044.00	$ 58,219.00
Retain in Program					
Contract Work Interchange (88.15%)	010		$ 3,452,000.00	$ 3,042,938.00	$ 409,062.00
Total			$ 3,968,263.00	$ 3,500,982.00	$ 467,281.00

Group 1	100%
Contract No.	9876
Prefix:	34-1950 34-1098 (SFO) 34-1012 (Contract-Detour)

WH:bkb

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-126

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Washington

Project Number F-HES-27-2(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 1982, is hereby modified as follows:

	Former amount		Revised amount	
Estimated total cost of project	$ 92,300		$ 100,500	
	47,954	(010)	47,954	(010)
Federal funds	$ 34,110	(141)	$ 41,490	(141)
Other revisions				

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of May, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 9, 1984

Federal-Aid Project No. F-HES-27-2(12)

Sunset Highway at Helvetia Road Section
Sunset Highway
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 65,000.00
		Total	65,000.00

Type Code Y008
Channelization

Order For Force Work No. 1 (Final Costs)		$ 35,500.00
	Total	$ 35,500.00
Length of Project		0.0 mi.

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E. (90%)	141	$ 10,600.00	$ 9,540.00	$ 1,060.00
P.E. (88.15%)	10	54,400.00	47,954.00	6,446.00
Channelization (90.0%)	141	35,500.00	31,950.00	3,550.00
Subtotal		$ 100,500.00	$ 89,444.00	$ 11,056.00
Retain in Program				
PS&E Preparation (88.15%)	10	$ 56,000.00	$ 49,364.00	$ 6,636.00
Retain in Program				
Contract Work (90.0%)	141	122,100.00	109,890.00	12,210.00
Total		$ 278,600.00	$ 248,698.00	$ 29,902.00

Group 1 100%
Prefix: 34-1950
34-1098 (S.F.O.)
RHZ:bkb

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 2-29 + 30		County WASHINGTON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 2-1-84	Project Number F-HES-27-2(12)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,600.00	$ 92,300.00
Federal funds	$ 9,540.00 (141)	47,954.00 (010) $ 34,110.00 (141)
Other revisions		

This modification is made for the following reasons: To include approved increase in preliminary engineering (limited to that PE necessary for adoption of the FONSI) and to include approved funds for Order for Force Work No. 1 (Channelization).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of February, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 31, 1984

FEDERAL AID PROJECT NO. F-HES-27-2(12)

SUNSET HIGHWAY AT HELVETIA ROAD SECTION
SUNSET HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$65,000.00
	TOTAL	$65,000.00

TYPE CODE Y008
CHANNELIZATION

Order for Force Work No. 1	All Required	$27,300.00
	TOTAL	$27,300.00

Length of Project ---------------- 0.0 mi.

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E. (90%)	141	$ 10,600.00	$ 9,540.00	$ 1,060.00
P.E. (88.15%)	10	54,400.00	47,954.00	6,446.00
Channelization (90%)	141	27,300.00	24,570.00	2,730.00
SUBTOTAL		$ 92,300.00	$ 82,064.00	$10,236.00
RETAIN IN PROGRAM				
P.S.&E. Preparation (88.15%)	10	$ 56,000.00	$ 49,364.00	$ 6,636.00
RETAIN IN PROGRAM				
Contract Work (90%)	141	$122,100.00	$109,890.00	$12,210.00
TOTAL		$270,400.00	$241,318.00	$29,082.00

Group 1: 100%
Prefix: 34-1950

RDS:pf

STATE COPY

4.

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-101	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1/26/82	State: Oregon County: Washington Project No.: HES-27-2(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 3.6 mi. SE of North Plains

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	1-14-82	0.0
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,600.00	$ 9,540.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 1/26/82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon January 21, 1982

Federal Aid Project
No. HES-27-2(12)

Sunset Highway @ Helvetia Road Section
Sunset Highway in Washington County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$10,600.00
	TOTAL	$10,600.00

Length of Project ---------- 0.0 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,600.00	$ 9,540.00	$ 1,060.00
Retain in Program Status			
Contract Work	149,400.00	134,460.00	14,940.00
TOTAL	$160,000.00	$144,000.00	$16,000.00

Group 1 100%
Prefix: 34-1950

9876

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-27-2(12)
2. STATE PROJECT NO.
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20031

6. TO

8-11-87

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 14 '87
REFER TO Potter
FOR
Info Inves File

7. DATE AUTHORIZATION EFFECTIVE August 5, 1987

8. FEDERAL ROUTE NUMBER FAP 27

9. STATE ROUTE NUMBER 47

10. GENERAL LOCATION:

Helvetia Road Interchange Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 7/27/87 we approve the revised Preliminary Engineering costs to a TEC of $191,890; Federal Funds $170,501.

(Increase TEC $8,455; Federal Funds $7,453)

14. DATE 8/11/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc | cc: OSHD (Rulien)

STATE COPY

9876

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

2-4-86

#9876

REGION NO. 10	REPORT NO. 1	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 2-4-86	REPORT MADE BY C.O. Fredrickson, Const. Engineer		PROJECT NO. F-HES-27-2(12)
COMPLETION DATE (Actual) 9-29-84	ACCEPTANCE DATE BY CONRTACT AGENCY 7-16-85	TIME ELAPSED 100 %	CONTRACT TIME 9-30-84

LOCATION

Helvetia Road Intchge. Sec. of the Sunset Hwy. approx. 3.6 miles east of North Plains

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
FEB 18 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Ans	File

1. Description of Improvement as Programed:

   A. Construction of detour and bridge end embankments.

   B. Construction of aggregate base and asphalt concrete.

   C. Installation of drainage.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Ken Leahy Construction

3. Contract Amount: $318,367.32

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By		SIGNATURE Original Signed By [illegible] HOESNER	
TITLE [illegible]	DATE FEB 11 1986	TITLE Field Operations Engineer	DATE FEB 14 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

October 24, 1985

Industrial Indemnity Co.
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9876

On August 15, 1985, we wrote to you concerning release of final payment on Contract No. 9876 awarded to Ken Leahy Construction, Inc. for work on Helvetia Road Interchange Section of the Sunset Highway in Washington County.

Final payment on this contract is $5,560.61 and the total contract amount is $318,367.32 including $67,822.23 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Ken Leahy Construction, Inc.
P.O. Box 489
Cornelius, OR 97113

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

FKN:arc

NOTED ON CARD
10-24-85 ac

9876

#1

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 16, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9876, On Site Work Substantially Completed September 29, 1984
All Work Completed	November 12, 1984
Project	Helvetia Road Intch.
Highway	Sunset
County	Washington
Type of Work	Grading and Paving
Contractor	Ken Leahy Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-15-85 Surety Letter Written JBB

RECEIVED
AUG 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

orig letter
lost in mail

81-128-1307

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-27-2(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20031

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-19-85

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION: Helvetia Road Interchange Section

11. GENERAL DESCRIPTION OF WORK Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change - See below

13. REMARKS

As requested in Mr. Potter's letter of 4-15-85, I a pprove the revised Preliminary Engineering costs to a TEC of $183,435 - Federal funds $163,048.

(Increase TEC $62,435 - Feder funds $56,191.)

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 4/25/85

15. SIGNATURE OF APPROVING OFFICIAL C W Christianson

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

47

Initial
and
Circulate

TEB
HAM
RB

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
4755 S.W. Watson Ave.
Beaverton, Oregon 97005

In Reply Refer to
File No

October 25, 1984

WCB
LHC.
WEM

Narrative Report
Helvetia Road Interchange
Contract No. 9876
Serial S-9876-004

This was a project to place the main embankment for a future structure to be built across the Sunset Highway.

Settlement plates were installed with pipe extensions to monitor settlement of the underlying soils. A 2' blanket of 3"-0 rock was added to the contract under fill areas. Blankets of this nature should be paid for by the ton thus compensating the contractor for settlement or crush of insitu materials. Fill material was transported to the project from several other projects the contractor had under way. The contractor proved to be adept at fill construction and no compaction problems existed. Fills were seeded, mulched and erosion controls installed upon completiion.

Robert E. Shotwell
Project Manager

RES:rsr

1 Versteeg ✓
Anderson
2 Adams Kuchn RK
CY Macnab ✓
Edwards
Turpin
Trout
Wakerlig

RECEIVED
DEC 10 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

STATEMMENT OF OVERRUNS AND UNDERRUNS

HELVETIA ROAD INTERCHANGE

CONTRACT NO. 9876

PREFIX NO. 034-1012

F.A.P. NO. F-HES-27-2(12)

Item	Contract Authorization	Semi-Final	Percent + or -
Contract Bid Items	290,872.94	249,984.49	-14.1
Anticipated Items	26,100.00	26,100.00	
Contingencies	14,263.78		
Engineering	28,527.56	30,600.00	+7.3
Adjustment Items		-0-	
Price Agreements		-0-	
Less Anticipated Items Included Above		-0-	
Extra Work Orders		67,822.23	
Less Anticipated Items Included Above		-17,500.00	
State Force Orders		5,000.00 *	
Less Anticipated Items Included Above		-5,000.00	
Credits			
Total	359,764.28	357,006.72	-0.8

* Estimate figure, bills are not in.

Statement of OVERRUNS and UNDERRUNS
Contract No. 9876

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
1	Mobilization	Lump Sum	100%	100%	---
2	Temporary Protection and Direction of Traffic	Lump Sum	100%	100%	---
3	Temporary Signs	Sq.Ft.	825.000	619.400	-24.9
	Plan signs installed estimate apparently high.				
4	Temporary Barricades	Each	20.000	20.000	---
5	Temporary Guard Rail Type 1A Reflectorized	Lin.Ft.	87.000	75.000	-13.8
	All required.				
6	Temporary Plastic Safety Markers	Each	20.000	20.000	---
7	Temporary Delineators	Each	35.000	35.000	---
8	Sequential Arrow Signs	Each	1.000	1.000	---
9	Flaggers	Hour	600.000	170.000	-71.7
	Not needed.				
10	Straw Bale Sediment Barriers Type A	Lin.Ft.	1,500.000	1,375.000	-9.5
	All required.				
11	Temporary Slope Drains	Lin.Ft.	400.000	210.000	-47.5
	All required.				
12	Clearing and Grubbing	Lump Sum	100%	100%	---
13	Ditch Excavation	Cu.Yd.	230.000	176.550	-23.2
	All required.				

Statement of OVERRUNS and UNDERRUNS
Contract No. 9876

Item No.	**Item**	Unit	Contract Quantity	Final Quantity	Percent + or -
14	Embankment in Place	Cu.Yd.	50,750.000	38,526.670	-24.1
	Original estimate high.				
15	Stone Embankmnet	Cu.Yd.	3,500.000	3,206.427	-8.4
	Placed as shown on plan no more needed.				
16	Trench Excavation	Cu.Yd.	365.000	314.570	-13.8
	All required.				
17	Finishing Roadbed and Slopes	Lump Sum	100%	100%	---
18	Watering	M-Gal	100.000	98.000	-2.000
19	1"-0 Aggregate Base	Ton	2,480.000	2,600.450	+4.9
	All required.				
20	Class "C" Asphalt Concrete	Ton	550.000	957.140	+74.0
	Plan thickness not adequate A/C thickness increased.				
21	8-inch Culvert Pipe	Lin.Ft.	40.000	88.000	+120.0
	Drainage redesign north side due to R/W restrictions.				
22	12-inch Culvert Pipe	Lin.Ft.	30.000	-0-	-100.0
	Redesign required less pipe.				
23	18-inch Culvert Pipe	Lin.Ft.	144.000	233.000	+61.8
	Pipe needed in existing median for detour.				
24	24-inch Culvert Pipe	Lin.Ft.	434.000	430.000	-0.9

Statement of OVERRUNS and UNDERRUNS
Contract No. 9876

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
25	6-inch Drain Pipe	Lin.Ft.	580.000	590.000	+1.7
26.	Gravel in Drains	Cu.Yd.	92.000	77.650	-15.6
	No more needed.				
27.	Extra for Asphalt Approaches	Each	4.00	-0-	-100.0
	Not required.				
28	Paved Culvert End Slopes	Sq.Ft.	152.000	-0-	-100.0
	Deleted - pipes will be extended on next project.				
29	Geotextile Fabric in Drains	Sq.Yd.	645.000	590.000	-8.5
	No more needed.				
30	Seeding, Fertilizing, Mulching, and Tacking	Acre	1.300	1.129	-13.2
	All required.				
PRICE AGREEMENTS					
PA#1	Class "C" Asphalt Concrete Rev. Spec.	A no cost Price Agreement.			
FORCE ACCOUNTS					
EWO#1	Rock Blanket & Settlement Plates		$17,500.00	$65,576.59	+274.7
	Anticipated amount of $17,500.00 was wrong.				
EWO#2	Pavement Striping		$3,100.00	$2,245.64	-27.6
	Estimate from Salem on this item is always wrong.				
STATE FORCE ORDERS					
SFO#1	Moving Flashing Beacon		$5,000.00	???	???
	??? Estimate amount bills are not in.				

9876

FORM 81-734-3001

5 OREGON STATE HIGHWAY DIVIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Helvetia Road Interchange

WEEK ENDING: October 6, 1984

SECTION PREFIX: 034-1012

HIGHWAY: Sunset

COUNTY: Washington

NAME OF JOB: Helvetia Road Interchange

KIND OF WORK: Grading & Paving

CONTRACTOR: Ken Leahy Construction, Inc.

CONTRACT NUMBER: 9876

FEDERAL AID PROJECT NUMBER: F-HES-27-2(12)

DATE OF CONTRACT: July 30, 1984

DATE WORK STARTED: August 2, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 359,764.28

SPECIFIED COMPLETION DATE: September 30, 1984

PERCENT OF TIME ELAPSED: 98

EXCLUSIVE OF ENGINEERING: $ 331,245.72

ENGINEERING AUTHORIZATION: $ 28,527.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 331,245.72

ENGINEERING COST TO DATE: $ 20,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 70 %

DATE PROJECT WAS COMPLETED: September 29, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Seed and Mulching equipment

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY 29				

CE E CAE ____ RECEIVED LS ____ TC ____
COE ____ OM ____ SA ____ CC ____
CA ____ OCT 09 1984 FE ____
CAM ____ MA ____
CP ____ CONSTRUCTION QCS ____
LSO ____ SECTION FILE ____

5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Sat. September 29, 1984: Seed and Mulch fills - job complete.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: All Work Complete. Project is complete.

SIGNED ______________ LOCATION 4755 S.W. Watson Ave.
Beaverton. Oregon
97005

Robert E. Shotwell, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

STATE OF OREGON

INTEROFFICE MEMO

34-1950

TO: H. S. COULTER
State Highway Engineer

DATE: October 2, 1984

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: HELVETIA INTERCHANGE MONTHLY PROGRESS REPORT

#993-

This is the monthly report for the progress of the development of the Helvetia Road project:

> Stage 1, for the detour road and partial embankment, was completed on September 30th.
>
> Stage 2, for the remainder of the interchange, scheduled for a bid opening October 25th has been delayed to November 15th because of a delay in the material source permit from Washington County. The project is expected to be ready for advertising for the November 15th bid opening.

ELH/cp
cc Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour

RECEIVED
STATE HWY ENGR
OCT 3 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

1876

1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 21, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

copy
#9937

Dear Mr. Coulter:

Oregon F-HES-27-2(12)
Helvetia Road Interchange
Sunset Highway
Washington County

We have reviewed Mr. Gilmour's September 13, 1984 analysis of the environmental document for this project resulting from comments received from the Department of Land Conservation and Development. We agree that the proposed revision to page F4 more accurately defines the interrelationship between this project and the Urban Growth Boundary.

This will affirm that the FONSI is still considered valid and you may proceed accordingly.

Sincerely yours,

f Robert B Hathaway

Dale E. Wilken
Division Administrator

cc:
OSHD (C Gilmour)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR

SEP 24 '84

~~REFER TO~~
Hunter
FOR

Info	Inves	R/O	O/H	Sign	Act	File
					✓	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

September 13, 1984

RECEIVED
STATE HWY ENGR
SEP 17 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9a34

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Helvetia Road Interchange
Washington County
F-HES-27-2(12)

Dear Mr. Wilken:

A finding of no significant impact was issued on the subject project on July 11, 1984. The project addressed in the revised Environmental Assessment supporting the FONSI was a diamond interchange with a five-lane width overcrossing structure. This improvement is Phase I of a two phase improvement. Phase II will include a loop ramp for westbound Sunset Highway to southbound Shute Road traffic, with ramp modifications necessary to accommodate the loop.

A six-lane width structure is now being proposed to allow a southbound acceleration lane to be operational when the loop ramp is completed. It is necessary to include an additional twelve feet in width in Phase I to avoid having to reconstruct the overcrossing structure in Phase II. This increase results in a curb to curb width of 84 feet versus 72 feet described in the EA.

We have evaluated the consequences of this modification and find it does not change any conclusions reached in the Environmental Assessment. In fact, due to comments received from the Department of Land Conservation and Development on September 5, we now propose that language contained in the revised EA in the middle paragraph of page F4 be removed and replaced with the enclosed statement. We believe this statement more accurately reflects any relationship the proposed improvement has with the Hillsboro Urban Growth Boundary.

I believe that the revised Environmental Assessment remains valid, and ask that you concur with this conclusion. Should you concur, parties receiving copies of the revised assessment and FONSI will be so notified of the changes.

Sincerely,

Cam Gilmour

Cam Gilmour, Manager
Environmental Section

CMG:lm

Enclosure

bc: Fred Miller
H. S. Coulter
E. S. Hunter
R. N. Bothman
E. L. Hardt
James Ross

Insert Page F4:

The primary purpose and justification for Phase I of the Helvetia Road Interchange project is to correct an acute safety problem on the Sunset Highway. Construction of a grade separated crossing will eliminate this safety problem, and will also result in increased use of Helvetia and Shute Roads. Projected development in the Urban Growth Boundary over the next 20 years will result in traffic use that would exceed the capacity of a three lane overcrossing. The next largest crossing that could be built would have 5 lanes: two lanes in each direction and a turn median. Although the maximum capacity of a 5 lane structure would exceed the needs of projected urban growth boundary traffic, it is also the smallest possible structure that can meet those needs.

A sixth lane is needed to handle peak hour traffic travelling westbound on Highway 26 to southbound on Shute Road. This lane would serve traffic destined for the urbanizing industrial area south of Evergreen Road. Without this acceleration lane, traffic congestion will occur in future years on the westbound to southbound exit ramp from Highway 26. Since the volume of peak hour traffic using this lane is regulated by a signal proposed at the eastbound off ramp, the sixth lane does not add capacity to the overpass. It will serve to reduce congestion that would otherwise occur on the westbound off ramp, which will also be regulated by a signal once traffic volumes are sufficiently high.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

RECEIVED
STATE HWY ENGR
SEP 13 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: Fred Miller
Director

DATE: September 12, 1984

FROM: Cam Gilmour, Manager
Environmental Section
Cam

SUBJECT: Land Conservation Development Department Project Comments

conc 2
9932
10,631

As a follow-up to our dicussion last Friday, I am providing you with some information pertinent to interagency coordination between ODOT and the Department of Land Conservation and Development. This is prompted by DLCD's A-95 review comments on the Helvetia Road Revised Environmental Assessment, and the I-84 Port-of-Entry Environmental Assessment (copies attached).

DLCD's September 5, 1984 comments on the Helvetia Road Interchange revised EA reverse their comments on the draft EA received June 26, 1984. The Revised EA was modified to indicate that recent developmental trends in the area served by the proposed interchange could exert pressure to expand the Hillsboro Urban Growth Boundary. This statement and a memo to the file written by Craig Markham that was sent by Metro to DLCD, apparently prompted their comment letter.

My concern here is two fold: one, we had no prior indication that the letter was coming (nor did they that we had made some changes to the EA); and two, that our coordination with DLCD staff on this project may not have been sufficient in timeliness or content. The second concern will be corrected starting with projects now in preparation, and I will contact Jim Ross regarding these points.

One important objective we have in preparing environmental documents is to coordinate with involved agancies and the public early on in project development; this helps keep surprises like the Helvetia letter to a minimum. I am confident we have a good working relationship with DLCD staff, but our coordination can be improved. I feel their recent method of conveying concerns could be less confronting. A phone call first from Ross or his staff to me, would have helped here.

My goal has been to have A-95 comment letters reflect the coordination and resolution of potential conflicts that effective interagency communications can result in. I do not believe that the goals of the Land Conservation Development Commission and Oregon Transportation Commission are really any different; they can be mutually supportive. Our Comprehensive Planning Coordination Program certified by DLCD underscores this need.

Other than the corrective steps I plan to take, I am not sure any further course of action regarding DLCD would be appropriate at this time. I am pursuing with FHWA Ross's suggestion that the references regarding UGB expansion in the Helvetia Revised EA be removed. It is now apparent that the proposed interchange is not overdesigned, but is designed to accommodate the 20 year growth in traffic forecast from population and employment levels in the Washington County comprehensive plan acknowledged by DLCD. This will be clarified in the revised EA.

CM:gc

cc: H. S. Coulter w/attach
E. S. Hunter w/attach
E. L. Hardt w/attach

VICTOR ATIYEH
GOVERNOR

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310-0590 PHONE (503) 378-4926

September 5, 1984

RECEIVED
ENVIRONMENTAL
SECTION

SEP 6 1984

Referred to Manager Cam-retur:
Proj. Coord. Eb ✓ Res. Coord. ______
Eng. Coord. ______ Adm. Asst. ______
Sec. ✓ File ______
[illegible]

Campbell M. Gilmour, Manager
Environmental Section, Highway Division
Department of Transportion
Transportation Building
Salem, OR 97310

Dear Mr. Gilmour:

Your letter of July 24, 1984, conveyed a Finding of No Significant Impact (FONSI) for the Helvetia Road Interchange project in Washington County (F-HES-27-2(12)). This Department has reviewed both the original and revised Environmental Assessments. Our purpose in writing is that we are concerned that the finding as it pertains to impacts on land use may not be accurate.

Based on information available to us, the Helvetia Road Project was substantially enlarged in the time between issuance of the two Environmental Assessments. The Department indicated in prior comment that the Environmental Assessment for the original project appropriately recognized the land use plans for the area to be served: in particular, that the adjacent agricultural land would be protected. Now, however, with up-scaling of the project to six lane capacity and new statements in the revised Environmental Assessment regarding land use, we believe important issues of state agency coordination and compliance with acknowledged land use plans have developed. As a result, the FONSI conclusion appears to be incorrect.

We recognize the necessity to do facilities planning and construction which matches the lifetime of the structure and that this in many cases exceeds the time frames for local plans. But the specific references at the center of page F4, the center paragraph of page 21, and the last paragraph of page 23, when taken together, indicate a service capacity in the Helvetia Road project much greater than required for urban growth planned in compliance with state law. There is at least an implicit assumption that the Metro Urban Growth Boundary will be expanded in this locale. With such an assumption, a "significant impact" on land use is presented by the project as now designed. Consequently, a finding of "no significant impact" appears inaccurate; local land use plans and state law are abridged; and coordination of state agency plans and programs is averted. The presence of the above-referenced comments in the

Environmental Assessment set forth a public policy and expenditure position that could later be used as leverage to expand the Metro Urban Growth Boundary.

This Department is requesting, therefore, one of the following courses of action. Amend the "revised" Environmental Assessment to remove information and references regarding UGB expansion and the service capacity of this project exceeding ". . . the ultimate need of the adjacent Urban Growth Area" (p. 23). Or, remove the Finding of No Significant Impact and proceed with full-scale assessment and review.

We are aware of the safety and traffic demand pressures which have forced a "fast-track" approach to this project. Your rapid course to construction demonstrates the state's ability to respond. We do feel strongly, however, that significant impacts should be recognized, service capacity should coincide with, not lead, basic land use policy, and that agencies in state government should coordinate fully on matters of this magnitude. We look forward to continued contacts regarding our request.

Sincerely,

James F. Ross
Director

JFR:CG:llt
0454D/

cc: Pat Amedeo
Intergovernmental Relations (84-5B1-060-4)
Fred Miller
Dave Wilken

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
CON 5

DATE: September 6, 1984

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Helvetia Road Interchange Section
Sunset Highway, Washington County
Contract No. 9876

This federal-aid grading and paving project is approximately 75% finished with completion anticipated in October, 1984. It now appears that the final cost will exceed the project authorization by $45,000 or 12.5 percent.

In order to handle the high water table in the project area, an embankment gravel layer was required to prevent intrusion of ground water into the roadway fill. This work was not included in the bid items but was added to the project as an additional anticipated item. The funds required to do this work and to provide settlement plates for monitoring of the fill were underestimated, resulting in the above-cited overrun of the project authorization.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $45,000.00 to a new total of $404,764.28. This matter will be on the consent calendar for the September 18 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**
Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 6, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Helvetia Road Interchange Section
Sunset Highway, Washington County
Contract No.9876

This federal-aid grading and paving project is approximately 75% finished with completion anticipated in October, 1984. It now appears that the final cost will exceed the project authorization by $45,000 or 12.5 percent.

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $45,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
R. Shotwell
B. M. Walton
W. F. Cobine

O.K.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

9876

1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Steet N. E.
Salem, Oregon 97301

September 6, 1984

IN REPLY REFER TO

HBR-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon HES F-27-2(12)
Helvetia Road Undercrossing - Sunset Highway
Washington County

The reduced structure drawings of the Helvetia Road Undercrossing as submitted by K A Kamadoli Aug. 17 are acceptable. Please note the 93'-2" 0-0 concrete deck could cause some crack problems if shrinkage is not considered. A Longitudinal joint might be a consideration.

We do not have the substructure recommedation for the bridge. Please furnish us this information.

Sincerely yours

For

Dale E. Wilken
Division Administrator

cc:
OSHD (Hart)
OSHD (Potter)

RECEIVED
STATE HWY ENGR

SEP 10 '84

REFER TO
[illegible]
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

Ed - copy for your info. Cam

VICTOR ATIYEH
GOVERNOR

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310-0590 PHONE (503) 378-4926

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SEP 17 '84
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FOR
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RECEIVED
ENVIRONMENTAL SECTION
SEP 6 1984
Referred to Ed Manager Cam - return
Proj. Coord. ✓ Res. Coord.
Eng. Coord. Adm. Asst.
Sec. ✓ File
ret. Ed's

September 5, 1984

Campbell M. Gilmour, Manager
Environmental Section, Highway Division
Department of Transportion
Transportation Building
Salem, OR 97310

Dear Mr. Gilmour:

Your letter of July 24, 1984, conveyed a Finding of No Significant Impact (FONSI) for the Helvetia Road Interchange project in Washington County (F-HES-27-2(12)). This Department has reviewed both the original and revised Environmental Assessments. Our purpose in writing is that we are concerned that the finding as it pertains to impacts on land use may not be accurate.

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Sincerely,

James F. Ross
Director

JFR:CG:llt
0454D/

cc: Pat Amedeo
Intergovernmental Relations (84-5B1-060-4)
Fred Miller
Dave Wilken

[illegible]

STATE OF OREGON

INTEROFFICE MEMO

34-1950

TO: H. S. COULTER
State Highway Engineer

DATE: September 4, 1984

FROM: Edward L. Hardt
EDWARD L. HARDT
Metro Region Engineer

SUBJECT: HELVETIA INTERCHANGE MONTHLY PROGRESS REPORT

[illegible]
#9932

This is the monthly report on progress of the Helvetia Road project:

PHASE 1

Embankment construction is going very well. The contract calls for completion at the end of September. Barring bad weather, we expect to have it done by about mid-September. Contractor Ken Leahy is excavating material at the Intel complex near Hillsboro and hauling it to the project, a round trip of about two miles. The embankment is about 75% complete, compaction is excellent. The contractor is working 6:00 a.m. to 8:00 p.m. six days a week. As far as I can tell, there have been no traffic problems.

PHASE 2

All systems are go for an October 25 bid opening. Road plans are complete and in the specifications section. Bridge plans are on schedule.

On August 24 Vickie Rocker, Project Manager Walt Bartel (Sunset-217 Interchange and Cornell Road improvements) and I attended an open house at Intel's plant near Hillsboro. The purpose was to acquaint the Intel employees with projects in the area that affect them. They had one area of the room devoted to internal plant expansion, a second one to county road projects, and a third to OSHD projects. It was estimated there were 500-1000 employees that attended. The questions that I fielded regarding Helvetia primarily were: When is it going to be done? How soon can we drive on it? There was also considerable interest in the Sunset-217 Interchange project, which is very visible right now, and also improvements to Cornell Road between the Intel plant and Hillsboro, which is underway now.

ELH/cp
cc Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour

RECEIVED
STATE HWY ENGR
SEP 5 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7276 .

HYDRAULIC DATA

47

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	340	400	550	
	m³/s				
Frequency — yrs.		50	100	500	
H.W. Elevation Natural Channel	ft.	-	-	-	
	m.				
Backwater Elevation	ft.	-	-	-	
	m.				
Average Velocity	fps	8.5	10.0	13.8	
	mps				
Headwater Elevation	ft.	201.9	203.4	208.1	
	m.				
Tailwater Elevation	ft.	200.0	200.9	203.3	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

Existing culvert without extension

RECEIVED
ROAD DESIGN SECTION
Anderson
Adams
Edwards
Do Not File
Return to
Bring Up
Action

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

SUNSET HIGHWAY AT HELVETIA ROAD
SUNSET HIGHWAY, M.P. 60.84
WASHINGTON COUNTY

COMPILED BY: Teri Liberator	DATE: 8/14/84

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	340	400	550	
	m³/s				
Frequency — yrs.		50	100	500	
H.W. Elevation Natural Channel	ft.	-	-	-	
	m.				
Backwater Elevation	ft.	-	-	-	
	m.				
Average Velocity	fps	8.5	10.0	13.8	
	mps				
Headwater Elevation	ft.	202.0	203.6	208.5	
	m.				
Tailwater Elevation	ft.	200.0	200.9	203.3	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

RCBC with extension

The proposed project will extend the inlet end of the existing 229-foot long 8' x 5' RCBC approximately 29 feet. By comparing the hydraulic data for the existing RCBC and the extended RCBC, it can be seen that the extension has a minor effect on the headwater elevation.

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

SUNSET HIGHWAY AT HELVETIA ROAD
SUNSET HIGHWAY, M.P. 60.84
WASHINGTON COUNTY

COMPILED BY:	DATE:
Teri Liberator	8/14/84

August 2, 1984

CON 5

Ken Leahy Construction, Inc.
P.O. Box 489
Cornelius, OR 97113

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9876 for work on the Helvetia Road Interchange of the Sunset Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Enclosure

cc Industrial Indemnity Co. of the Northwest
421 SW 6th Avenue
Portland, OR 97204

bc C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Ed Hardt
Robert Shotwell

Ken Leahy Construction, Inc.
17645 SW Tualatin Valley Hwy • Beaverton, Oregon 97006 • (503) 642-5676

649-3572

July 26, 1984

Oregon State Highway Department
Transportation Building
Commission Services, Room 121
Salem, Oregon 97310

Attn: Contracting Officer

Re: Helvetia Road Interchange

Dear Sirs;

Please be advised that we will subcontract to the DBE firm listed below:

NAME:	Romero-Cabrera Sign Construction Company 950 37th Avenue Eugene, OR 97405 (503) 342-7849
BID ITEM:	#3 Temporary Signs
AMOUNT:	$8,695.50
DBE%:	2.9%

Sincerely,

KEN LEAHY CONSTRUCTION, INC.

Kenneth C. Leahy
President

KCL/sb

RECEIVED
JUL 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

98.76

t

STATE OF OREGON

INTEROFFICE MEMO

34-1950

TO: H. S. COULTER
State Highway Engineer

DATE: August 2, 1984

FROM: EDWARD L. HARDT
Metro Region Engineer

Edward L Hardt

SUBJECT: HELVETIA INTERCHANGE MONTHLY PROGRESS REPORT

copy #993t

The Phase 1 contract for the Helvetia Road detour and partial bridge embankment construction was advertised and bids opened last month. The low bidder was Ken Leahy Construction Co. He plans to go to work immediately on the project. The engineer's estimate for contract items was $490,000, the low bid was $290,872.00.

The rest of the project is called Phase 2. The preliminary road plans are out for review, the bridge plans are 80% complete. The bid opening for Phase 2 has been delayed from September 27 to October 25 because of the lack of funds. There should be no problem meeting the October 25 bid opening date. At the moment no public event is planned for the start of construction.

ELH/cp
cc Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour

RECEIVED
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AUG 3 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Ed Hardt
Metro Region Engineer

DATE: July 24, 1984

FROM: Steve Macnab
Steve Macnab
Specifications Engineer

SUBJECT:

Helvetia Road Interchange (Phase I)

The geotechnical investigation report for the subject project was received by this office too late to incorporate its recommendations into the specifications. A decision was made to go ahead with the opening of bids on the project as scheduled and make the necessary changes, as recommended in the report, as a contract change.

The earthwork recommendations and construction monitoring as set forth in the report are as follows:

"Earthwork Recommendations

> It is recommended that the existing ground be cleared and grubbed prior to embankment construction. The embankment subgrade should then be prepared according to Section 203.37 of the Oregon Standard Specifications for Highway Construction. Any soft or wet areas should be overexcavated, replaced with suitable material, and compacted in lifts to the subgrade elevation. A 2-foot-thick layer of 1½-inch minus clean crushed rock or sand and gravel fill [less than 5% passing the No. 200 sieve (wet)] should then be placed on the prepared embankment subgrade to promote drainage of excess pore pressure resulting from the consolidation of the underlying clayey silt soils. This layer should extend beyond the limits of the embankment fill and the edges should not be obstructed. A granular fill material should be used for the embankments. This material should be placed and compacted according to Section 203.41 of the Oregon Standard Specifications for Highway Construction.
>
> To reduce the impact of ground settlement on bridge pile foundations, we recommend that driving of abutment piles be delayed until most of the settlement has occurred.

Construction Monitoring

> In order to confirm the amount of predicted embankment settlement and to provide data for scheduling abutment pile driving, we recommend that settlement plate markers be installed. The settlement plates should be installed prior to embankment construction with the base plate placed

> on the prepared subgrade. A series of riser pipes should be connected to the base plate as the embankment fill height increases. The settlement plates should be surveyed weekly for the first three months and monthly thereafter. Two settlement plate installations are recommended per embankment. They should all be located along the centerline, one at each abutment and one 100 feet away from each abutment.
>
> The reduced data should be submitted to us immediately following each survey in order to provide timely input."

We will provide money in the construction authorization to pay for this work.

SHM:ALB:ja

cc J. H. Versteeg
Don Adams
Walt Hart
C. O. Fredrickson
Glenn Hossner, FHWA
Ed Johnsen

1 Versteeg ✓
Anderson
Adams
Macnab
✓ Edwards ✓
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ROAD DESIGN SECTION
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47

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Washington Co.	KEY ID#
SECTION HELVETIA ROAD INTERCHANGE	REGION METRO

HWY. #47 SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	3	34-1950	7-24-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 20,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		6,000
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		2,700
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		500
906 BRIDGE DESIGN		18,000	921 SPECIFICA-TIONS		5,000	938 REGION ENVIRONMENT		9,000
907 PRELIMINARY DESIGN		7,000	922 ADMIN. SERVICES		1,000	949 URBAN STUDIES		2,800
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		5,000	950 TRAINING		1,000
910 REGION GEOLOGIST		2,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		12,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		3,000	926 FOUNDATION		11,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		2,000	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 121,000
PREVIOUS AUTHORIZATION		$ 65,000
ADD. AUTH. REQUIRED		$ 56,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
F-HES-27-2(12)

LOCATION ENGINEER'S REMARKS

To proceed with all phases of preliminary engineering including utility preparatory work for the subject project as set forth in the FONSI for Phase I which was issued 7-11-84.

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PREPARED BY Norman S. Davis	DATE 7-24-84	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-26-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-19-84	

734-1914 (7-82)

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-27-2(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20031

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 20 '84
REFER TO Potter
FOR
Info ☐ Invest ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

Orig w/ att to 7/24

7. DATE AUTHORIZATION EFFECTIVE 7-11-84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Helvetia Road Interchange

11. GENERAL DESCRIPTION OF WORK

Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT OF WAY

☒ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items as shown in your PS&E Estimate dated 7-9-84

13. REMARKS

This will confirm the verbal approval of 7-11-84 by Dale E. Wilken to advertise the subject project for a two week period as being in the public interest.

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 7-9-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $565,460 Federal Funds $500,560.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

14. DATE 7-19-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

57876

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL AID PROJECT NO. F-HES-27-2(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20031

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

CL PLT
#993L

7. DATE AUTHORIZATION EFFECTIVE 7-19-84	8. FEDERAL ROUTE NUMBER Primary 27	9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Sunset Highway at Helvetia Rd Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 7-18-84 I approve the program change as follows:

Work Type: Add: SFTY under step 08.

Project Data: Add: 3) Construct detour, underpass structure and approach roadways, adjust utilities as required, and perform incidentals common to this type of work.

Orig. to
7/24

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Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 7-19-84	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 18, 1984

To: Dale E. Wilken
Highway Administrator
Federal Highway Administration

ORIGINAL S
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change & PS&E Authorization
Item No. 20031
Project No. F-HES-27-2(12)
Sunset Highway @ Helvetta Road Section
Washington County

I request a program change to increase the scope of work as follows:

> Work Type: Add: SFTY under step 08.
>
> Project Data: Add: 3) Construct detour, underpass structure and approach roadways, adjust utilities as required, and perform incidentals common to this type of work.

Also, I request authorization as of July 11 to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $56,000 with obligation of $49,364 in Federal funds appropriation code 010. This PS&E request is based on the fact that the FONSI received your approval July 11.

JLG:me
cc: L.E. George
General Files

Form 734-3122

9876 7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-27-2(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20031

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-11-84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Helvetia Road Interchange

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7-18-84 this will confirm the advance approval date of 7-11-84 by Dale E. Wilken to proceed with all phases of Preliminary engineering including utility preparatory work for the subject project as set forth in the FONSI for Phase I which was issued 7-11-84 at a TEC of $121,000 F.F. $107,858.

(Increase TEC $56,000 F.F. $49,364 Appn Code Q10)

RECEIVED
STATE HWY ENGR

JUL 20 '84

REFER TO Potter

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
7/24

14. DATE 7-19-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

[illegible]

[illegible] HIGHWAY

REVISED

ENVIRONMENTAL ASSESSMENT

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

for

OREGON PROJECT F-HES-27-2(12)
Helvetia Road Interchange
Sunset Highway
Washington County

The FHWA has determined that this project will not have a significant impact on the human environment. This finding is based on the attached assessment which has been independently reviewed by the FHWA and found to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required for this Phase I project which is necessary to eliminate the acute safety problem at the existing intersection.

The future Phase II interchange and adjacent roadways will be the subject of a separate environmental evaluation and document at the appropriate stage of development of that project. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

July 11, 1984

Dale E. Wilken

Dale E. Wilken
Division Administrator
Oregon Division - Salem, Oregon

Attachment

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

HES-27-2(12)

HELVETIA ROAD INTERCHANGE
SUNSET HIGHWAY (US 26)
Washington County, Oregon

ENVIRONMENTAL ASSESSMENT

Submitted pursuant to 42 USC 4332(2)(c)

U.S. Department of Transportation
Federal Highway Administration
and
Oregon Department of Transportation

5/18/84
Date

Assistant State Highway Engineer

5/10/84
Date

For Division Administrator, FHWA

The following persons may be contacted for further Information:

Dale Wilken
Federal Highway Administration
530 Center Street, NE
Salem, Or 97301 (503) 399-5749

Campbell Gilmour
Oregon State Highway Division
412 Transportation Building
Salem, OR 97310 (503) 378-8486

Abstract:

The proposed project is located 11 miles west of the City of Portland. It would replace the existing at-grade intersection of Helvetia Road and Sunset Highway (U.S. 26) with a fully grade-separated interchange. The proposed 5-lane overpass structure would carry Helvetia Road over Sunset Highway. The project is needed to correct a major safety problem at this site of several high-speed collisions. The interchange would also provide sufficient capacity to serve traffic generated by the full development of nearby planned urban growth areas. The project would be constructed entirely within existing right-of-way.

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    RECENT LAND DEVELOPMENTS F3
    RELATIONSHIP TO FUTURE LAND DEVELOPMENT F4
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FOREWORD
to the revised
ENVIRONMENTAL ASSESSMENT

HELVETIA ROAD INTERCHANGE
SUNSET HIGHWAY (US 26)
Washington County, Oregon

July 1984

The purpose of this foreword (pages numbered with an "F") is to note any changes which have occurred in the Helvetia Road Interchange project and its environment, and any changes to the Environmental Assessment since it was submitted for public review on 29 May 1984. The material in this foreword supercedes or supplements material in the May 1984 Environmental Assessment.

Copies of the May document were sent to federal and state agencies with interests in the possible effects of the project, as well as to persons who specifically requested a copy. Copies were also submitted to the press (The Oregonian, The Valley Times and the Hillsboro Argus), along with paid public notices which subsequently appeared in the classified sections of these newspapers. Review copies of the document were made available at the Hillsboro Public Library during the 30-day review period.

Public comments received since the release of the May 1984 Environmental Assessment are included in Appendix D of this document, along with any necessary responses.

Clarifying changes or corrections to the Environmental Assessment have been made in the "Land Use Impacts" section, pages 21-23, to maintain consistency with the information in this foreword. The amount of earthwork given on page 37 has been corrected.

PROJECT BACKGROUND

This project was originally conceived, in a 1983 study, as a minor safety improvement involving auxilliary traffic lanes with possible signalization. It was subsequently determined that signalization would not fulfill the safety objectives of the project. By January 1984, the project was upgraded to an interchange design, with Sunset Highway on a structure over Helvetia Road. In mid-March, it was decided to place Helvetia Road on a structure over Sunset Highway instead.

CHANGES IN STATUS OF PROJECT

Since the publication of the Environmental Assessment in May, there has been another change in the planning for this interchange. It was determined in late June 1984, that the currently-proposed Helvetia Road Interchange Project would not fully meet longer-term safety objectives. New industrial development in the project service area is occurring at an increasing rate. This will require greater capacity at the interchange in the foreseeable future. Therefore the project covered by this Environmental Assessment is considered to be only an interim measure which will address the immediate safety problems at the existing intersection. It is now regarded as Phase I of a future, larger interchange project. Phase II, including proposed improvements to the adjacent portions of Helvetia and Schute Roads, will be designed and evaluated for its environmental effects in a separate document in the future.

The Phase I project, treated in this Environmental Assessment, will be constructed as currently planned, despite the imminent plans for a Phase II project, in order to eliminate the acute safety problem at the existing intersection. This will allow construction to begin this summer. Incorporation of Phase II into the present project could otherwise delay construction for another 2 to 2.5 years for additional design work, evaluation and right-of-way acquisition.

As presently conceived, Phase II would add a westbound Sunset-to-southbound Schute Road loop ramp and would reconstruct the westbound on-ramp to accommodate the loop. The project would also enlarge the earth fill approaches to accommodate future improvements on Helvetia and Schute Roads, create gentler approach grades and improve sight distances at the overpass structure. The overpass structure installed in Phase I will be designed to accommodate the adjacent roadway improvements proposed under Phase II. The Phase II project would require approximately 14 acres of additional right-of-way, and would relocate five single family residences. It is anticipated that Phase II would be implemented in the next 3 to 5 years.

RECENT LAND DEVELOPMENTS

As the May 1984 Environmental Assessment went to press, two major industrial developments were being initiated within the service area of the proposed interchange:

> On 21 May 1984, Nippon Electric Company (NEC) of Japan purchased a 210-acre parcel along the east side of Schute Road (242nd Avenue) between Evergreen Road and Airport Road. The company plans to construct a plant for the manufacture of advanced fiber optics communications equipment.
>
> Intel Corporation has broken ground for a $14 million expansion project at its Hawthorn Farm site on Cornell Road.

In addition, major developments are underway in the areas between 185th Avenue (Tanasborne Commerce Center) and Cornelius Pass Road. The press currently refers to Washington County, and particularly to the "Sunset Corridor" as a developmental "hot spot" (e.g., Valley Times, 12 June 1984).

RELATIONSHIP TO FUTURE LAND DEVELOPMENT

The primary purpose and justification for Phase I of the Helvetia Road Interchange Project is to correct an acute safety problem on Sunset Highway. The purpose of Phase II is to accommodate foreseeable future increases in traffic. The interchange will support projected development in the surrounding area. Momentum for industrial development is building to high levels in the local area, and in combination with the development of urban services is likely to accelerate future expansions of the Urban Growth Boundary and consume more prime agricultural land. This is now occuring within the most recent additions to the Urban Growth Area. Land developers in the area are currently requesting that Washington County undertake widening and realignment projects on Croeni Road, Cornelius Pass Road, Evergreen Road and Jacobson Road (The Oregonian, West Metro Section, 17 July 1984). These roadways lie within the Helvetia Road Interchange service area.

Changes in the Urban Growth Boundary are the responsibility of Washington County, subject to acknowledgment by the Land Conservation and Development Commission.

CONCLUSION

The proposed project is to improve traffic safety by grade separating the crossing sf Helvetia Road and the Sunset Highway. The proposed overcrossing structure will be of sufficient width to accommodate projected traffic increases and probable roadway widening on Helvetia Road. Phase I, covered by this Environmental Assessment, requires no new right-of-way. The impacts of Phase I are not of sufficient magnitude to warrant the processing of an environmental impact statement.

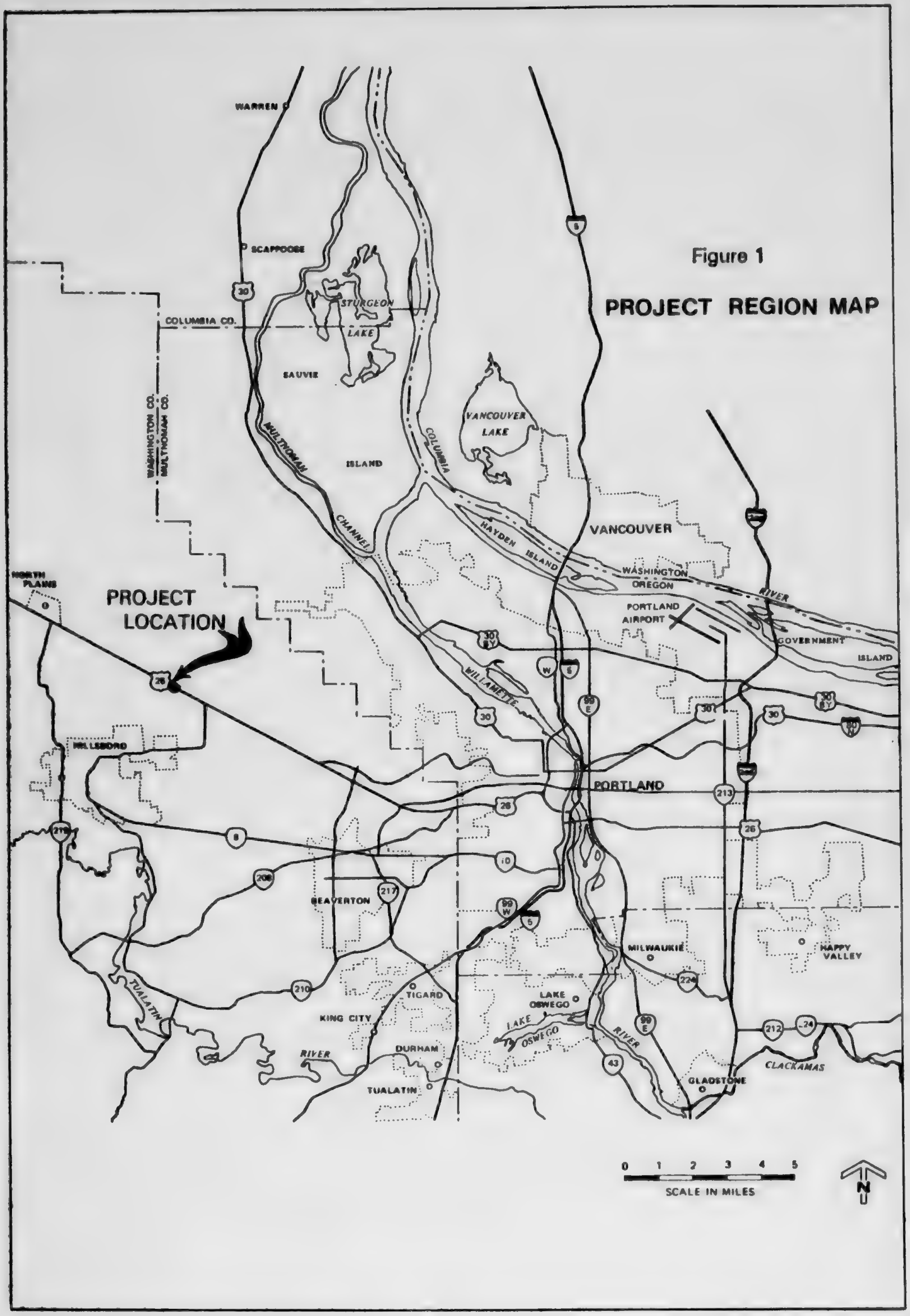

Figure 1

PROJECT REGION MAP

WARREN
SCAPPOOSE
30
STURGEON
LAKE
COLUMBIA CO.
SAUVIE
ISLAND
MULTNOMAH
CHANNEL
WASHINGTON CO.
MULTNOMAH CO.
COLUMBIA
VANCOUVER
LAKE
5
VANCOUVER
HAYDEN
ISLAND
WASHINGTON
OREGON
RIVER
PORTLAND
AIRPORT
GOVERNMENT
ISLAND
NORTH
PLAINS
PROJECT
LOCATION
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BY
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99
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30
WILLAMETTE
30
30
BY
80
HILLSBORO
PORTLAND
26
213
26
219
8
10
208
217
BEAVERTON
99
W
5
MILWAUKIE
HAPPY
VALLEY
224
TUALATIN
210
TIGARD
KING CITY
LAKE
OSWEGO
LAKE
OSWEGO
99
E
RIVER
212
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SCALE IN MILES
N

ENVIRONMENTAL ASSESSMENT

HELVETIA ROAD INTERCHANGE PROJECT

Sunset Highway (U.S. 26)
Washington County, Oregon

LOCATION

The proposed project is located on the Sunset Highway (U.S. 26) 1.5 miles west of the Cornelius Pass Road Interchange, 11 miles west of the City of Portland and 4 miles north of Hillsboro (Figures 1 and 2). The existing at-grade intersection lies approximately 2000 feet west (outside) of the Portland Metropolitan Urban Growth Boundary.

Between the City of Portland and the Wilson River Highway junction, U.S. 26 is a divided four-lane highway. U.S. 26 (Sunset Highway) has grade-separated interchanges throughout the section between Portland and the Cornelius Pass Interchange.

PURPOSE AND NEED

The primary purpose of the project is to improve the safety of the junction of Helvetia Road with Sunset Highway. This at-grade intersection has been marked by frequent broadside collisions between vehicles traveling the Sunset Highway and vehicles crossing Sunset Highway on Helvetia Road. Recent increases in turning movements between Sunset Highway and Helvetia Road have shown corresponding increases in accident rates. Many of the reported accidents have involved serious injuries.

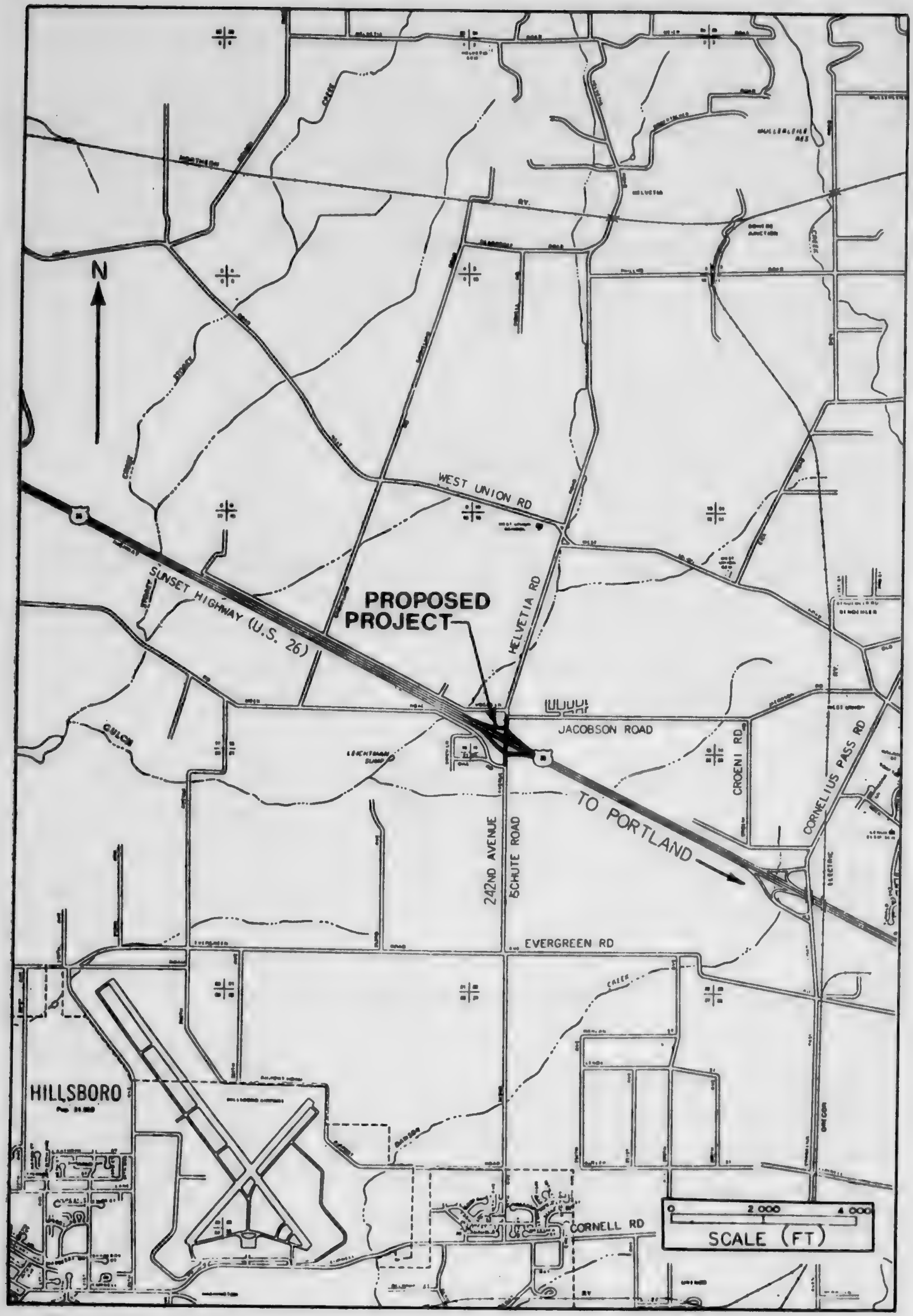

N
WEST UNION RD
SUNSET HIGHWAY (U.S. 26)
PROPOSED PROJECT
HELVETIA RD
JACOBSON ROAD
CROENI RD
CORNELIUS PASS RD
TO PORTLAND
242ND AVENUE
SCHUTE ROAD
EVERGREEN RD
HILLSBORO
CORNELL RD
0
2,000
4,000
SCALE (FT)

Figure 2. Vicinity map showing relationship of proposed project to the local network of streets and highways. SOURCE: Oregon Department of Transportation, 1983.

The proposed project is being designed to accommodate traffic which nearby planned land developments are expected to generate. The proposed project would relieve increasing traffic congestion which is developing at the Jackson Road intersection 2.5 miles to the west and the Cornelius Pass Road interchange 1.5 miles to the east.

Public testimony received at the biennial Oregon Department of Transportation Six-Year Construction Program meetings in 1983 supported construction of a grade-separated interchange at Helvetia Road. The testimony expressed deep and widespread concern about the high accident rates at the Helvetia Road intersection.

The 1983 Oregon Department of Transportation traffic study report on the Helvetia intersection concluded that existing traffic volumes and accident rates justify the construction of a traffic signal at the Helvetia Intersection. However, a signal on the freeway-like Sunset Highway could increase the chances of rear-end collisions and would not provide sufficient capacity to handle projected traffic in the near future. The study analyzed several other possible solutions involving signals and variations of the at-grade intersection, but revealed that anything less than a grade-separated interchange would become obsolete in the near future because of rapidly increasing traffic volumes.

PROJECT DESCRIPTION

NO-BUILD ALTERNATIVE
(Existing Intersection)

Helvetia Road presently crosses the divided 4-lane Sunset Highway in an at-grade intersection marked by a red/yellow flasher signal (Figure 3). Left-turn lanes were recently modified to improve sight distance along the Sunset Highway median strip to improve safety. However, the traffic which proposed land development in the area is expected to generate would exceed the capacity and acceptable safety limitations of any at-grade arrangement.

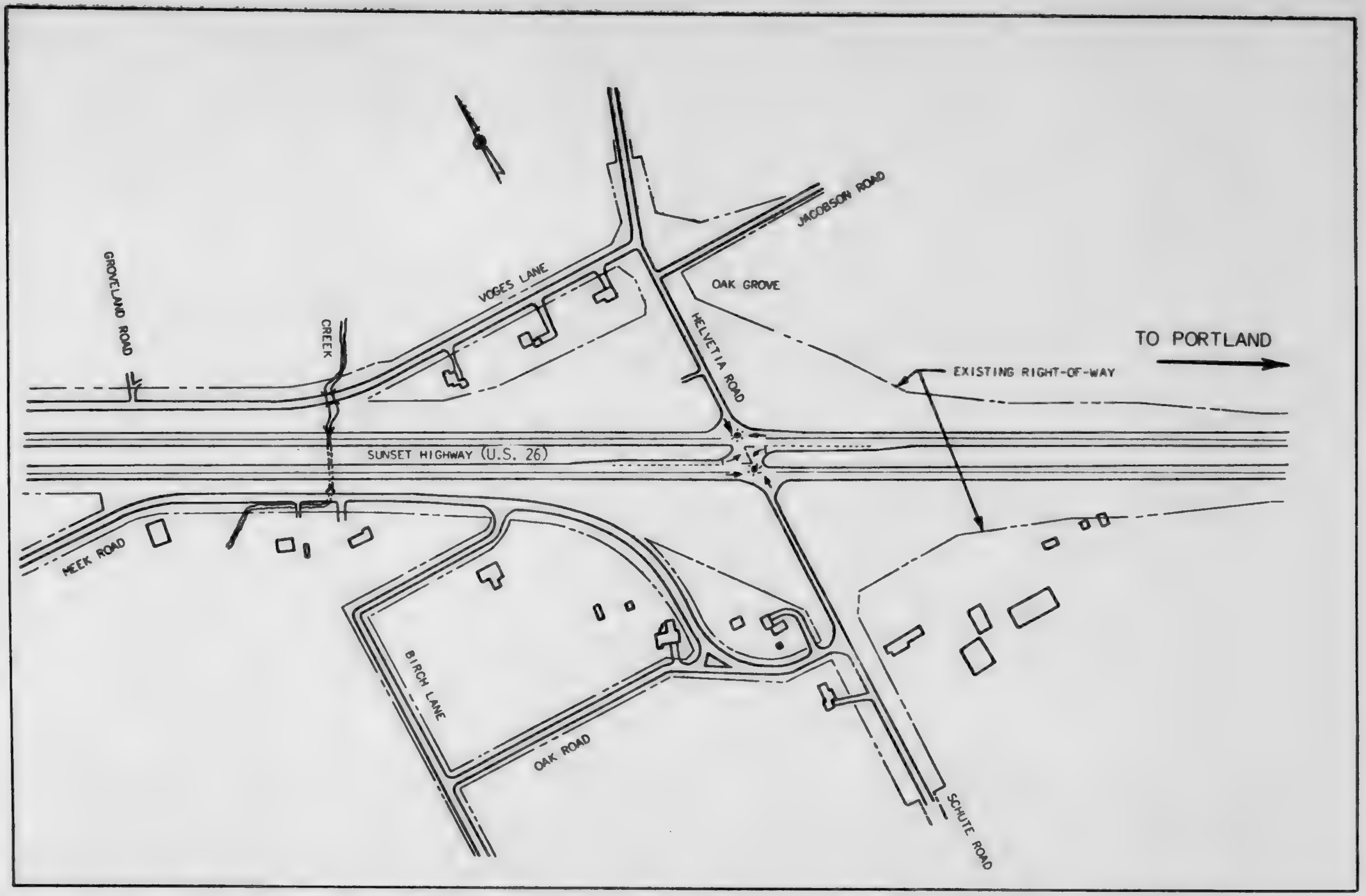

TO PORTLAND
EXISTING RIGHT-OF-WAY
JACOBSON ROAD
OAK GROVE
HELVETIA ROAD
VOGES LANE
GROVELAND ROAD
CREEK
SUNSET HIGHWAY (U.S. 26)
MEEK ROAD
BIRCH LANE
OAK ROAD
SCHUTE ROAD

Figure 3. Detail of the existing intersection of Helvetia Road with U.S. 26 (Sunset Highway).
SOURCE: Oregon Department of Transportation Preliminary Design, February 1984.

The No-Build Alternative would leave the intersection as it is today. Safety would remain a growing problem, and stop-gap alternative measures would probably be used until increasing accident rates mandated closure of Helvetia Road. Closure would force additional traffic to use the Cornelius Pass interchange and the Jackson Road intersection, increasing congestion and aggravating safety problems at those locations. Out-of-direction travel on local roads would also increase.

BUILD ALTERNATIVE
(Proposed Interchange)

The proposed project (Figure 4) would replace the existing intersection with a fully grade-separated diamond interchange, at an estimated cost of $4.4 million. Helvetia Road would be widened to three lanes and would cross over the existing Sunset Highway on an overpass structure with earth fill approaches.

The deck of the overpass structure would be 83 feet wide, and would be 72 feet curb to curb to allow restriping to five lanes in 1998. In the initial phase of the project, the Helvetia Road overpass would be striped for two 16-foot travel lanes, a 14-foot left turn median, 5-foot bicycle lanes and 8-foot shoulders. The project would construct a 6-foot sidewalk only on the west side of the structure (Figure 5b). During construction of the overpass, Helvetia Road would be shifted to the west at the intersection to detour around the work area and allow continuous service.

By about 1998, surrounding land development is expected to generate enough traffic to require signals at the ramp terminals. At that time, Helvetia Road would be widened and the overpass would be restriped to five lanes between Sunset Highway and Jacobson Road to provide sufficient traffic capacity through the signals. In this second phase, Helvetia Road would have four 12-foot travel lanes and a 14-foot median, plus the 5-foot bicycle lanes and a single 6-foot sidewalk along the west side of the structure (Figure 5c).

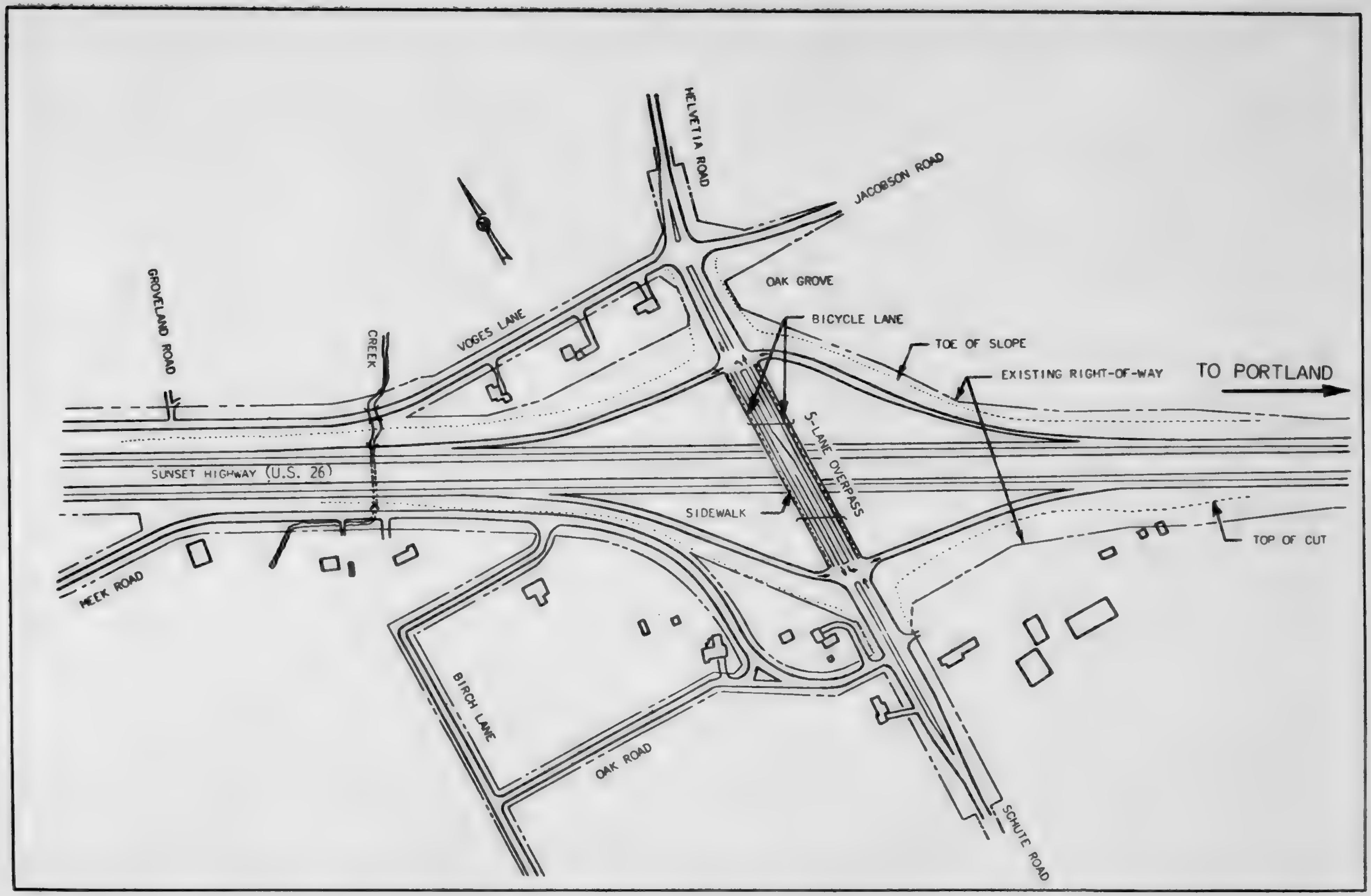

HELVETIA ROAD
JACOBSON ROAD
OAK GROVE
BICYCLE LANE
TOE OF SLOPE
EXISTING RIGHT-OF-WAY
TO PORTLAND
GROVELAND ROAD
CREEK
VOGES LANE
SUNSET HIGHWAY (U.S. 26)
5-LANE OVERPASS
SIDEWALK
TOP OF CUT
MEEK ROAD
BIRCH LANE
OAK ROAD
SCHUTE ROAD

Figure 4. Detail of the proposed Helvetia Road / Sunset Highway interchange. Helvetia Road would be shifted to the west during construction of the overcrossing structure.
SOURCE: Oregon Department of Transportation Preliminary Design, February 1984.

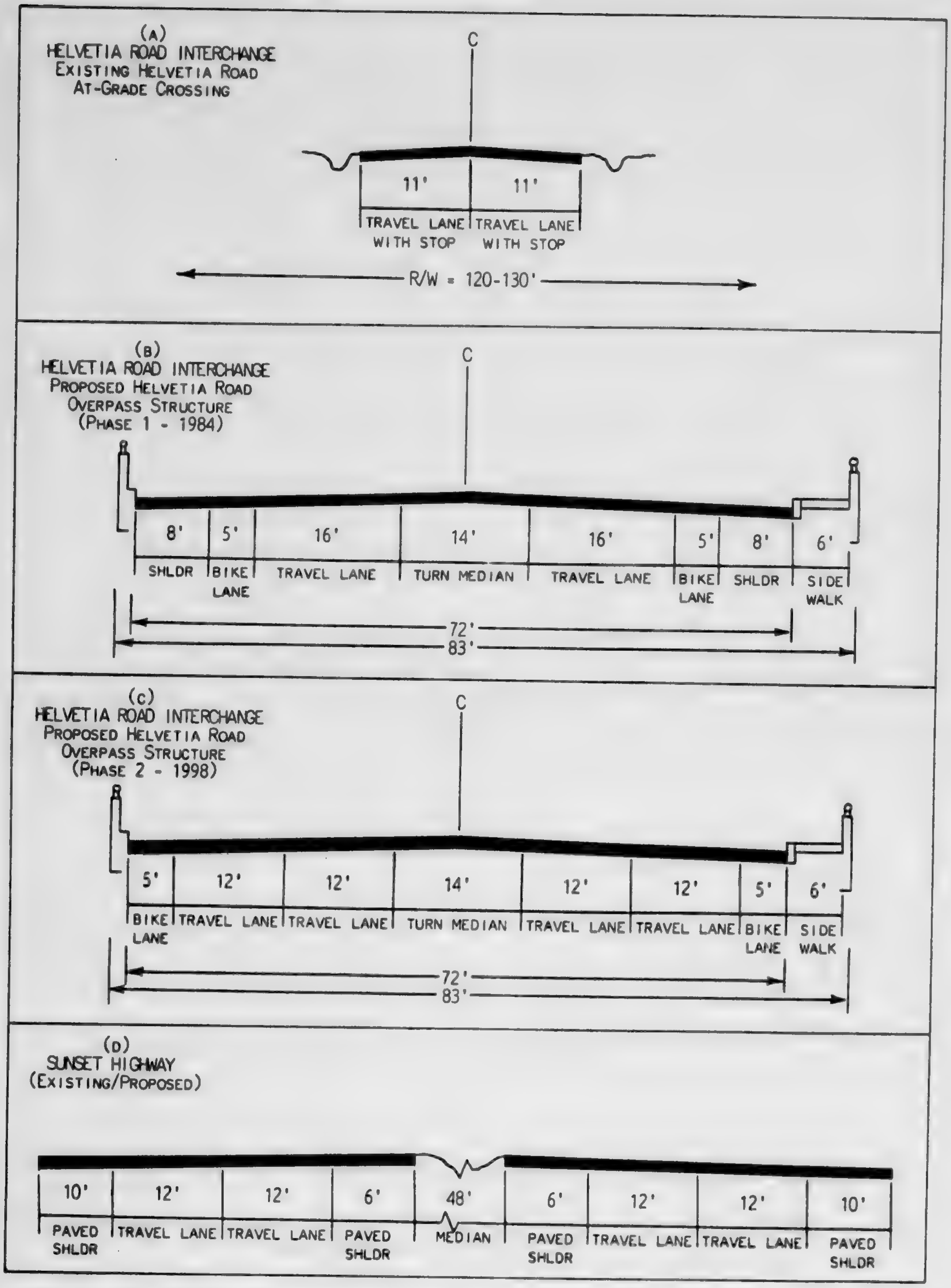

(A)
HELVETIA ROAD INTERCHANGE
EXISTING HELVETIA ROAD
AT-GRADE CROSSING
C
11'
11'
TRAVEL LANE WITH STOP
TRAVEL LANE WITH STOP
R/W = 120-130'
(B)
HELVETIA ROAD INTERCHANGE
PROPOSED HELVETIA ROAD
OVERPASS STRUCTURE
(PHASE 1 - 1984)
C
8'
5'
16'
14'
16'
5'
8'
6'
SHLDR
BIKE LANE
TRAVEL LANE
TURN MEDIAN
TRAVEL LANE
BIKE LANE
SHLDR
SIDE WALK
72'
83'
(C)
HELVETIA ROAD INTERCHANGE
PROPOSED HELVETIA ROAD
OVERPASS STRUCTURE
(PHASE 2 - 1998)
C
5'
12'
12'
14'
12'
12'
5'
6'
BIKE LANE
TRAVEL LANE
TRAVEL LANE
TURN MEDIAN
TRAVEL LANE
TRAVEL LANE
BIKE LANE
SIDE WALK
72'
83'
(D)
SUNSET HIGHWAY
(EXISTING/PROPOSED)
10'
12'
12'
6'
48'
6'
12'
12'
10'
PAVED SHLDR
TRAVEL LANE
TRAVEL LANE
PAVED SHLDR
MEDIAN
PAVED SHLDR
TRAVEL LANE
TRAVEL LANE
PAVED SHLDR

Figure 5. Typical cross-sections of the existing and proposed roadways at the interchange. SOURCE: Oregon Department of Transportation Preliminary Design, February 1984.

The Sunset Highway would retain its existing dual 12-foot travel lanes, 10-foot paved outer shoulders and 6-foot paved inner shoulders in each direction (Figure 5d). The overpass structure would be long enough to accommodate six lanes on the Sunset Highway, if needed in the future. On and off-ramps would connect Helvetia Road with Sunset Highway. The ramps would have left and right turn lanes at the Helvetia Road connections. Stop signs would be used at the exit ramp connections to Helvetia Road, but would be replaced with signals by 1998. As traffic volumes on Sunset Highway approach capacity, ramp metering would be installed on the eastbound on-ramp to control the volume of traffic entering the freeway during the morning peak hour.

ALTERNATIVES STUDIED BUT REJECTED FROM FURTHER CONSIDERATION

Sunset Highway On Structure Over Helvetia Road

In a project design considered earlier, Sunset Highway would have crossed over Helvetia Road on an elevated fill and overpass structures. Helvetia Road would have been partially depressed to provide clearance beneath the Sunset Highway structure. The estimated cost of constructing three lanes on Helvetia Road, and leaving space for an additional two, was $3.45 million. Factors which favored placing Helvetia Road on the overpass included:

1. Reduced risk of pavement icing on the higher-speed, higher-volume highway during the winter season.
2. Superior safety of design with uphill deceleration ramps and downhill acceleration ramps.
3. Possible conflict with high water table if Helvetia road were constructed beneath Sunset Highway on a depressed grade.
4. Improved safety of using the more standard design.

Three-Lane Helvetia Road
Structure

A three-lane Helvetia Road overpass structure was also considered. This would have provided less capacity than needed for traffic which is expected to be generated by land development within the present Urban Growth Area during the next 20 years.

RELATED PROJECTS

The Jackson Road Intersection, 2.5 miles to the west, has exhibited safety problems similar to those at Helvetia Road. An interchange project for Jackson Road has been included for design development in the Oregon Department of Transportation Six-Year Highway Improvement Program. Funding has not yet been identified for that project.

Washington County and the City of Hillsboro plan to widen and realign several roads in the local network including Evergreen Road, Jackson Road, Helvetia Road, Cornell Road and Cornelius Pass Road (also see "Assumptions" in the Traffic section, page 10).

The Unified Sewerage Agency recently constructed a new sewer trunk (Bendemeer Local Improvement District) to serve the newly designated West Union special industrial district. This trunk line extends from the existing trunk at Rock Creek, west along Sunset Highway to a point midway between Cornelius Pass Road and Helvetia Road, and north to West Union Road. Figures 9 and 10 show the location of this new sewerage facility along the westerly extent of the Urban Growth Boundary.

ENVIRONMENTAL CONSEQUENCES AND MITIGATION

TRAFFIC

Assumptions

Traffic forecasts used in this analysis were supplied by Washington County. They reflect traffic generation from land development which the County expects to occur within the Urban Growth Boundary, between now and the year 2003. Year 2003 land development and associated vehicular trip generation are assumed to be the same under both the Build and the No-Build Alternatives. Only the projected speeds, levels of service, safety and distributions of traffic on the local roadway network differ between the alternatives.

The traffic assignments used for both the No-Build and the Build Alternatives in this analysis also assume that all other currently planned highway projects in the vicinity would be constructed by about 1990. These include:

1. Widening of Cornell Road to five lanes between Hillsboro and 185th Avenue.
2. Widening and extension of Evergreen Road through to 185th Avenue.
3. Reconstruction of Cornelius Pass Road Interchange at Sunset Highway.
4. Widening of Cornelius Pass Road to five lanes between Cornell Road and Sunset Highway.
5. Ramp metering within the next few years to control traffic flows onto Sunset Highway.

Given the predicted land development, and Washington County requirements that infrastructural improvements be made in conjunction with land development, the traffic analysis assumes that several other roadways would be improved as well:

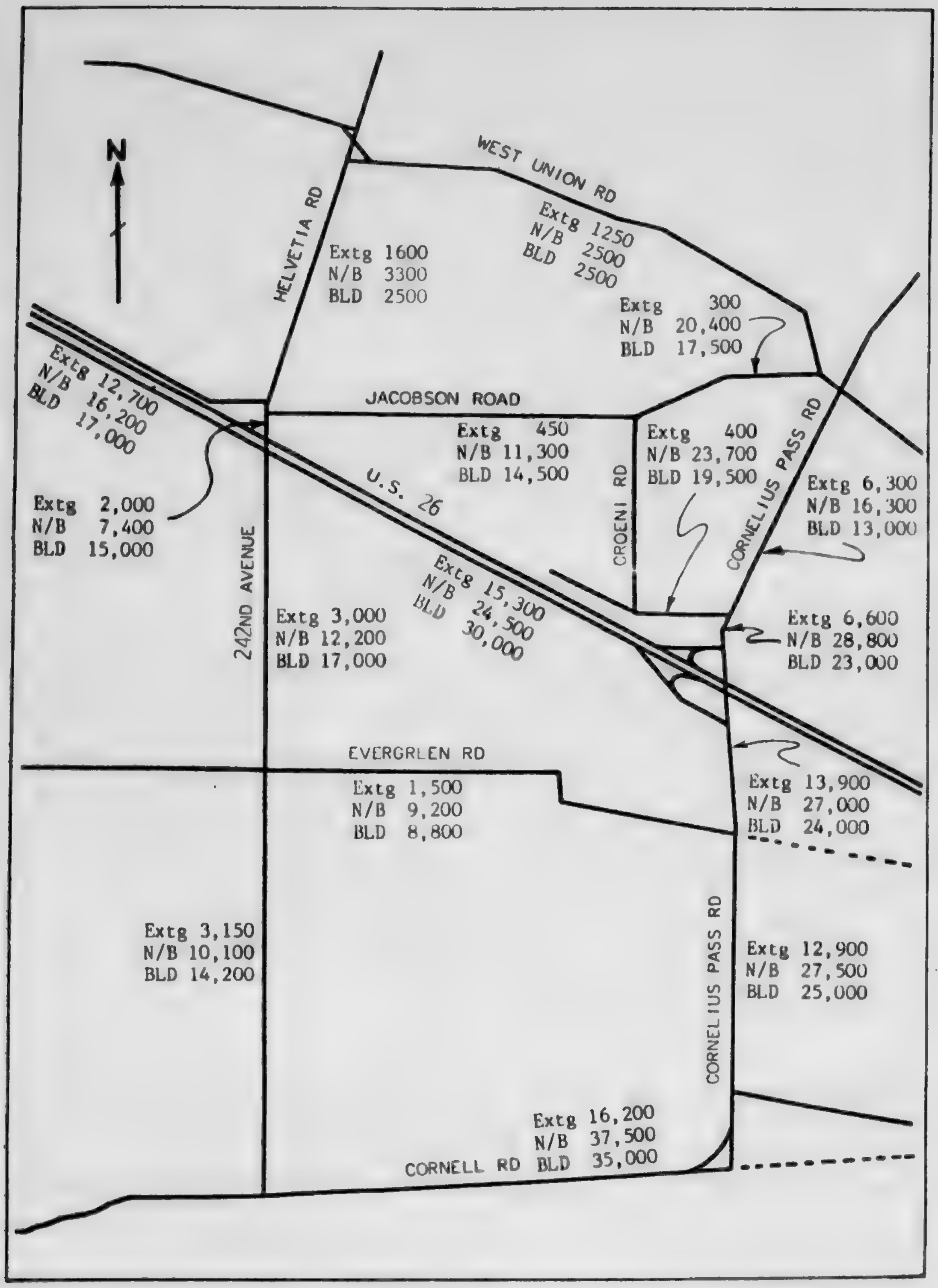
1. Helvetia Road (Sunset Highway - Jacobson Road)
2. Jacobson Road (Helvetia Road - West Union Road)
3. Cornelius Pass Road (West Union Road - Sunset Highway)
4. 242nd Avenue (Sunset Highway - Cornell Road)

Traffic Volumes

In 1983, average weekday traffic on the Sunset Highway between Helvetia Road and Cornelius Pass Road was 15,300 vehicles per day. This volume is projected to increase to 30,000 by the year 2003.

Land development in the general project vicinity is expected to increase traffic volumes on the roadway network substantially. The distribution of this increase will depend in part upon projects such as the Helvetia interchange proposal.

Some highway links in the local network, such as Helvetia Road and 242nd Avenue, would show substantial increases in traffic if an interchange were built at Helvetia Road. Other links such as Cornelius Pass Road would show corresponding decreases (Figure 6), assuming no differences in land development. Appendix A includes a table showing the differences in average weekday volumes and patterns between the Build and No-Build Alternatives.


N
WEST UNION RD
HELVETIA RD
Extg 1600
N/B 3300
BLD 2500
Extg 1250
N/B 2500
BLD 2500
Extg 300
N/B 20,400
BLD 17,500
Extg 12,700
N/B 16,200
BLD 17,000
JACOBSON ROAD
Extg 450
N/B 11,300
BLD 14,500
Extg 400
N/B 23,700
BLD 19,500
CORNELIUS PASS RD
Extg 6,300
N/B 16,300
BLD 13,000
U.S. 26
Extg 2,000
N/B 7,400
BLD 15,000
CROENI RD
242ND AVENUE
Extg 3,000
N/B 12,200
BLD 17,000
Extg 15,300
N/B 24,500
BLD 30,000
Extg 6,600
N/B 28,800
BLD 23,000
EVERGRLEN RD
Extg 1,500
N/B 9,200
BLD 8,800
Extg 13,900
N/B 27,000
BLD 24,000
Extg 3,150
N/B 10,100
BLD 14,200
CORNELIUS PASS RD
Extg 12,900
N/B 27,500
BLD 25,000
Extg 16,200
N/B 37,500
BLD 35,000
CORNELL RD

NOTE: Extg = Year 1983 existing average weekday traffic
N/B = Year 2003 traffic for the No-Build Alternative
BLD = Year 2003 traffic for the Build Alternative

Figure 6. Comparison of existing average weekday traffic with projected year 2003 traffic under the Build and No-Build alternatives. SOURCE: Oregon Department of Transportation, 1983.

Levels of Service and Capacity

Under the No-Build Alternative, many intersections in the study area would be operating at poor levels of service* by the year 2003 (Figure 7). Cornelius Pass Interchange is overloaded now (level of service E), and would remain so under the No-Build Alternative. Helvetia Road Intersection would probably have to be closed for safety reasons, further increasing the load at Cornelius Pass interchange. Construction of the Helvetia Road interchange would improve the levels of service at most intersections in the local network, except at the Jacobson Road / Helvetia Road intersection.

It is estimated that with Helvetia Road striped for three lanes on the overcrossing structure, the Build Alternative would provide acceptable service levels until 1998. By that time, traffic volumes are expected to have increased to the point where signals would be required at the ramp terminals. Helvetia Road would have to be widened to five lanes, and the overpass structure would be restriped to five lanes to maintain adequate capacity through the signals. The 5-lane structure would have sufficient capacity to provide acceptable levels of service when nearby urban land is fully developed as currently planned.

Traffic Patterns

A 1982 origin/destination study by the Oregon Department of Transportation showed that of 2,000 vehicles per day on Helvetia Road between Sunset Highway and Jacobson Road, 45 percent had

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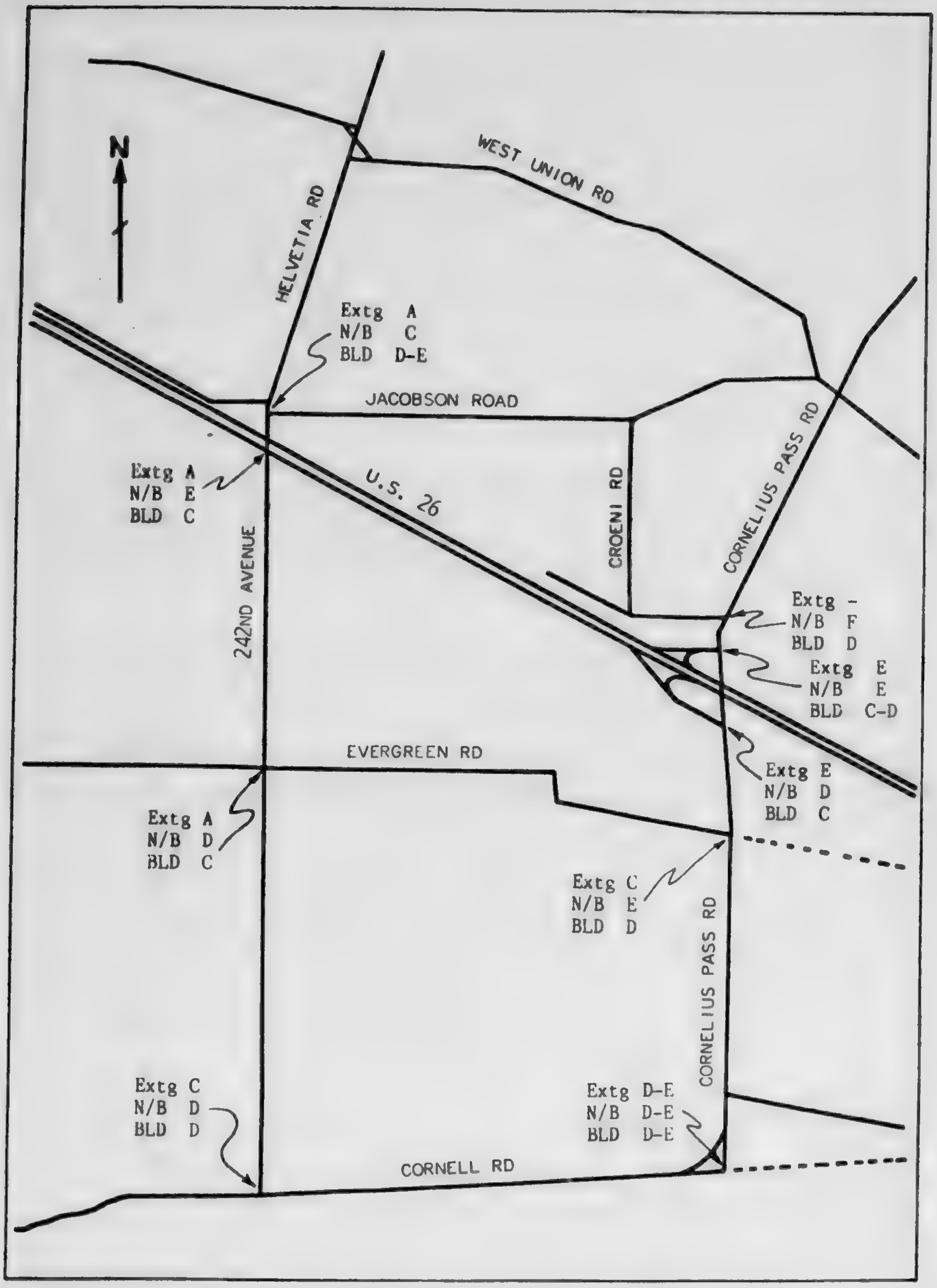
*Level of Service is a measure of traffic speeds and flow characteristics, rated on a scale from "A" (best) to "F" (worst). The Level of Service Table in Appendix A describes the characteristics of each level. Most highway projects are designed to provide a level of service of "D" or better, for at least 20 years following construction.


N
WEST UNION RD
HELVETIA RD
Extg A
N/B C
BLD D-E
JACOBSON ROAD
Extg A
N/B E
BLD C
U.S. 26
CROENI RD
CORNELIUS PASS RD
242ND AVENUE
Extg -
N/B F
BLD D
Extg E
N/B E
BLD C-D
EVERGREEN RD
Extg E
N/B D
BLD C
Extg A
N/B D
BLD C
Extg C
N/B E
BLD D
CORNELIUS PASS RD
Extg C
N/B D
BLD D
Extg D-E
N/B D-E
BLD D-E
CORNELL RD

NOTE: Extg = 1983 existing levels of service
N/B = Year 2003 levels for No-Build Alternative
BLD = Year 2003 levels for Build Alternative

Figure 7. Comparison of existing peak hour levels of service with projected year 2003 levels of service under the Build and No-Build alternatives. Levels of service are defined in Appendix A. SOURCE: Oregon Department of Transportation, 1983.

origins or destinations to the east, 35 percent to the south and 20 percent to the west. Of 3,000 vehicles per day using 242nd Avenue, south of Sunset Highway, 70 percent had origins or destinations to the east, 24 percent to the north and 6 percent to the west.

Analysis of forecast travel demands shows that if no major improvements were made at the Helvetia intersection, out-of-direction travel would occur. This is reflected in the redistribution of traffic shown in Figure 6 and Appendix A. Congestion at the Helvetia Road intersection would divert trips to the Cornelius Pass Road interchange and to the Jackson Road intersection, for example.

Safety

During the three and one-half year period between January 1, 1980 and June 30, 1983, the Sunset Highway / Helvetia Road intersection was the scene of 25 reported accidents. Of these, 20 accidents involved angle or turning movements. In most of the accidents, vehicles moving across Sunset Highway from the median area were hit broadside by vehicles on Sunset Highway. The 25 reported accidents left a total of 36 persons injured and resulted in one fatality.

Figure 8 illustrates the types and frequency of accidents which occur at the Helvetia Road Intersection. A traffic signal is currently warranted, and the No-Build Alternative would soon require that one be installed to allow Helvetia Road traffic to safely cross Sunset Highway. However, such a traffic signal would increase the risk of rear-end collisions on the high-speed Sunset Highway, soon making it necessary to partially or completely close Helvetia Road at the intersection for safety reasons.

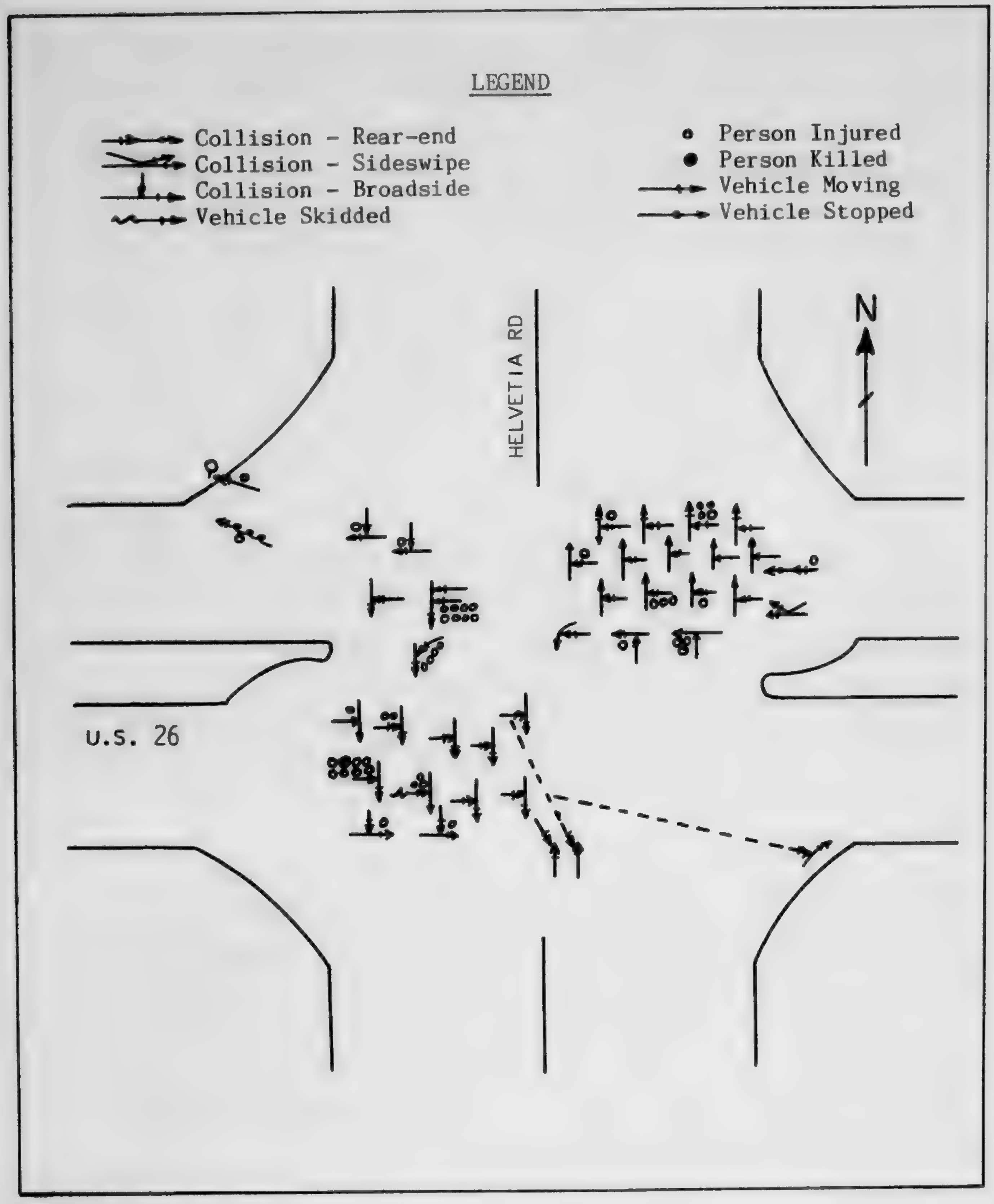

LEGEND
Collision - Rear-end
Collision - Sideswipe
Collision - Broadside
Vehicle Skidded
Person Injured
Person Killed
Vehicle Moving
Vehicle Stopped
HELVETIA RD
N
U.S. 26

Figure 8. Accident diagram showing accident types and locations in the Helvetia Road intersection, for the period January 1, 1977 to December 31, 1982. SOURCE: Oregon Department of Transportation, 1983.

LAND USE AND RIGHT-OF-WAY

Right-of-Way

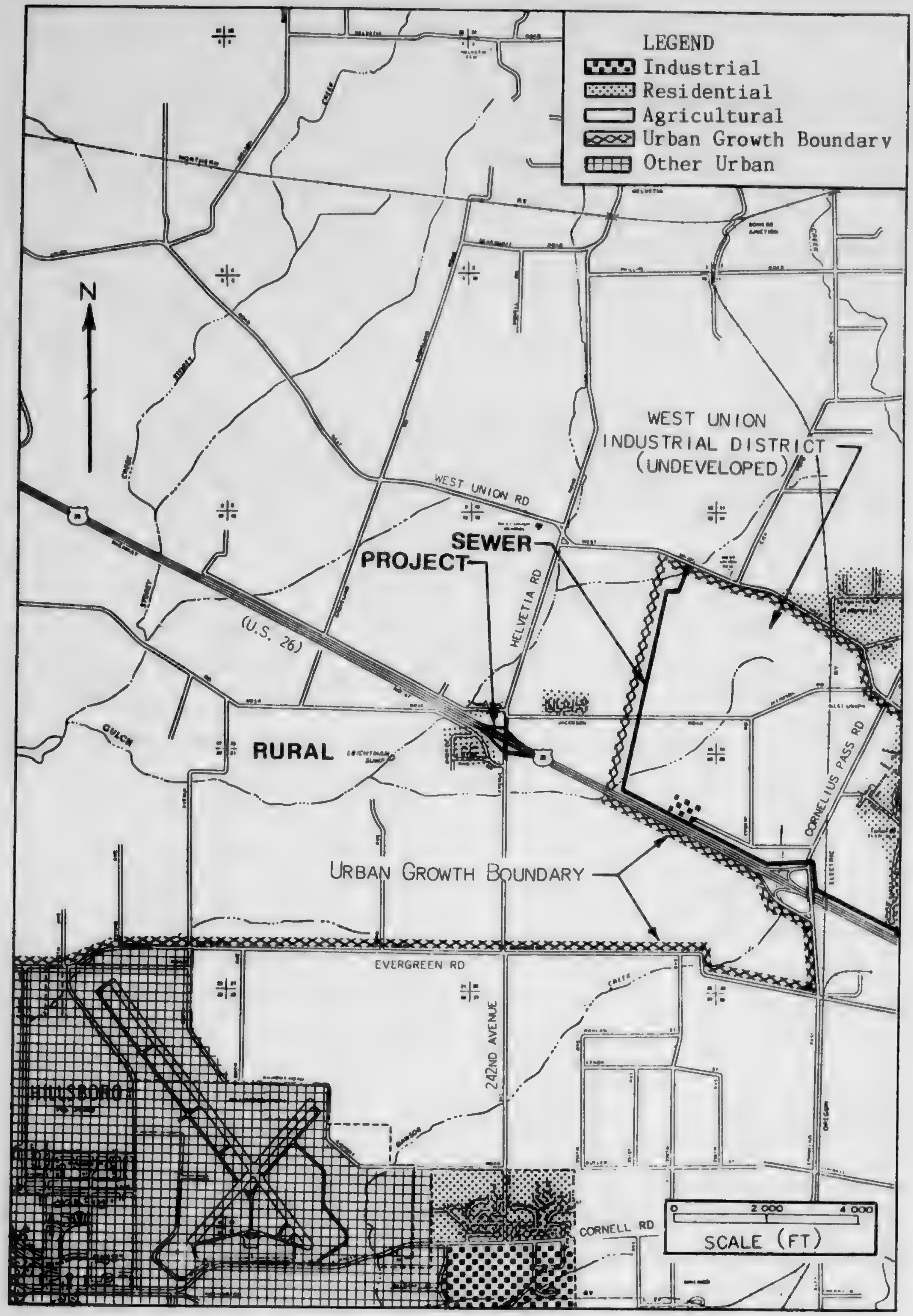
Right-of-way for an interchange at this site was acquired in the late 1960's when the existing Sunset Highway was built. The proposed project would be constructed entirely within this previously-acquired area, and would not require any residential relocations.

Portions of the existing highway right-of-way at the intersection are under one-year renewable leases to adjacent land owners for pasture. The proposed project would discontinue these leases.

Existing Land Use

Most of the surrounding area is prime agricultural land (Figure 9). Current agricultural production is primarily hay and grain crops. A mobile home park is located just west (outside) of the Urban Growth Boundary (UGB) on Jacobson Road, northeast of the project. It is a preexisting use which does not now conform with the Comprehensive Plan. Approximately 20 single family residences lie just north and south of the Helvetia Road / Sunset Highway intersection. Riviera Motors, the regional Volkswagen distributor, operates its warehouse complex and offices just north of Sunset Highway, between Helvetia Road and Cornelius Pass Road. Access to the Riviera Motors complex is from Cornelius Pass Road, via Croeni Road.

Land south of the Sunset Highway and north of the Cornell Road corridor is almost entirely in agricultural use. The Intel electronics corporation has a large plant operating on the south side of Cornell Road, two miles south of the proposed interchange, with a direct connection via Schute Road (242nd Avenue). A large residential area is developing opposite the plant site, along the north side of Cornell Road.



LEGEND
Industrial
Residential
Agricultural
Urban Growth Boundary
Other Urban
N
WEST UNION INDUSTRIAL DISTRICT (UNDEVELOPED)
WEST UNION RD
SEWER PROJECT
HELVETIA RD
(U.S. 26)
RURAL
CORNELIUS PASS RD
URBAN GROWTH BOUNDARY
EVERGREEN RD
242ND AVENUE
HILLSBORO
CORNELL RD
0 2 000 4 000
SCALE (FT)

Figure 9. Existing land uses and locations of the Urban Growth Boundary and existing urban sevices. SOURCE: Oregon Department of Transportation field reconnaissance, 1984.

Planned Land Uses

The project lies in an area classified as Rural in the Washington County Comprehensive Plan. A portion of the Portland Metropolitan Urban Growth Boundary is located 2000 feet east of the Helvetia Road Intersection and encompasses a one square mile area which is presently the only protrusion of the Urban Growth Area west of Cornelius Pass Road and north of the Sunset Highway (Figure 10). It contains the entire West Union Community Plan area.

The West Union Community Plan is comprised entirely of three undeveloped special industrial districts, and envisions large-scale industrial campuses as the primary use in these areas. It also includes support services and convenience uses to support the industrial uses. Over 90 percent of the land in this area is held under three ownerships, each over 100 acres in size. This lends itself to, and anticipates, the intended development of campus-style industrial parks. At present, only 6 percent of the total land in this 526-acre area is industrially developed. Full industrial development of the West Union Community Plan Area is consistent with the goals of the Urban Element of the County Comprehensive Plan.

The recently-constructed $1.1 million Bendemeer sewer trunk is designed to allow full industrial development of the West Union Community Plan area. The major property owners are also petitioning for annexation to the Wolf Creek Highway Water District.

The main body of the Urban Growth Area lies south of Evergreen Road, a mile south of the project. A band of agricultural land, classified as Rural in the County Comprehensive Plan, lies between the Sunset Highway and Evergreen Road. Much of the land east of Schute Road (242nd Avenue), between Evergreen Road and Cornell Road, is still in agricultural use, although it is within the Urban Growth Area.

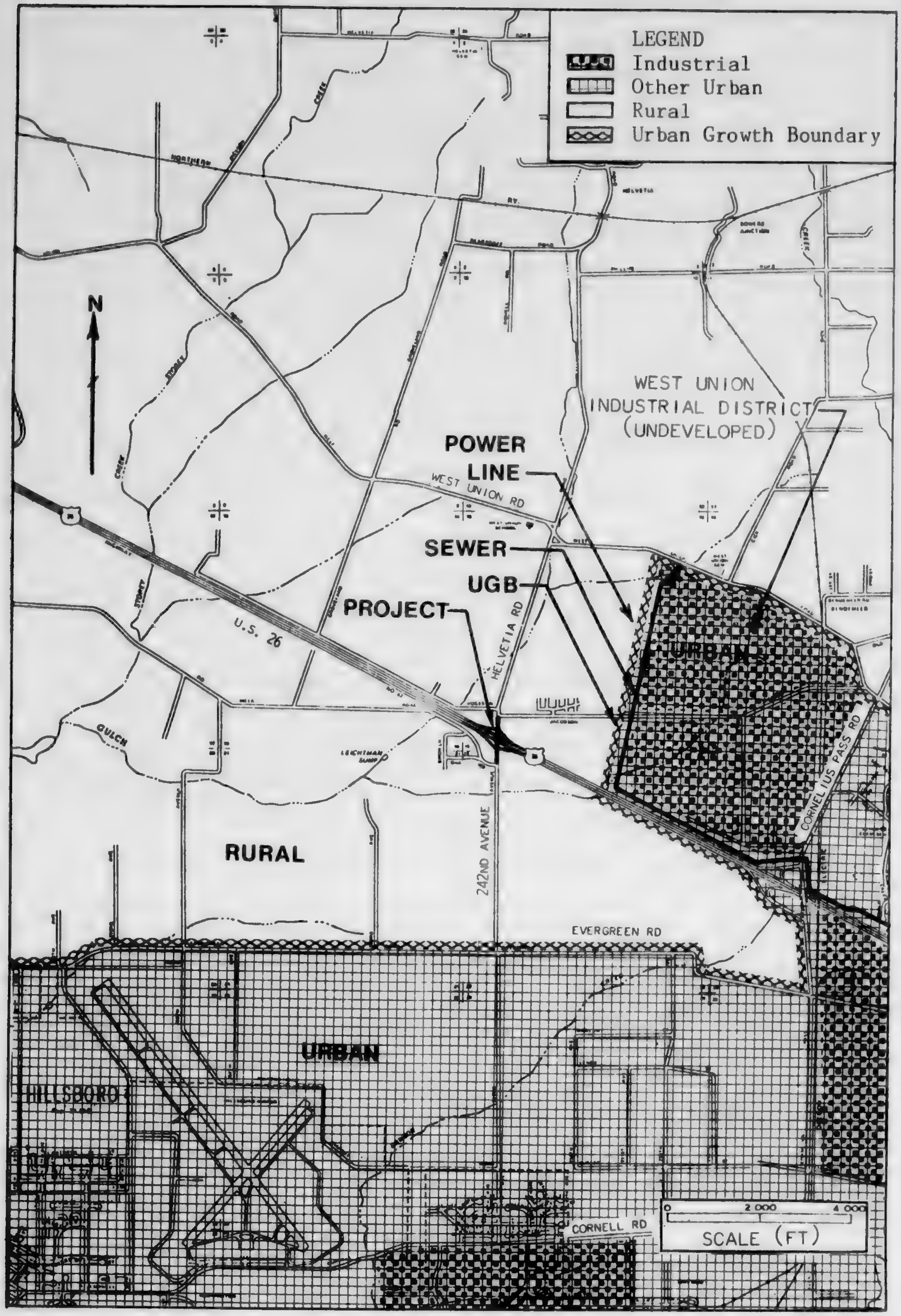

LEGEND
Industrial
Other Urban
Rural
Urban Growth Boundary
N
WEST UNION
INDUSTRIAL DISTRICT
(UNDEVELOPED)
POWER LINE
WEST UNION RD
SEWER
UGB
PROJECT
U.S. 26
HELVETIA RD
URBAN
CORNELIUS PASS RD
RURAL
242ND AVENUE
EVERGREEN RD
URBAN
HILLSBORO
CORNELL RD
0
2000
4000
SCALE (FT)

Figure 10. Planned land uses and locations of the Urban Growth Boundary and urban services. Source: Washington County Comprehensive Plan and West Union Community Plan, 1983.

Land Use Impacts

The No-Build Alternative would probably require that left turn and crossing movements to and from Helvetia Road be prohibited in the future for safety reasons. This would shift additional traffic loads, congestion and safety problems to the Cornelius Pass Road interchange and could impair full industrial development in the West Union area. Washington County officials have stated that full development of the West Union Community area would probably not be permitted if the No-Build Alternative were selected for this project. The county requires assurances that infrastructural improvements such as roadways and sewers will be in place within 5 years of authorization to develop an urban property.

The Build Alternative would provide acceptable levels of service for traffic expected to be generated over the next few years, but an additional westbound-to-southbound loop ramp will be needed to accommodate traffic volumes likely to be generated after full development of the nearby portions of the present Urban Growth Area. Increased access would make the 526-acre West Union Community Plan area and the designated Urban Growth Area east of Hillsboro more attractive to planned industrial development. Construction of the interchange project is likely to influence the type and extent of development in the area. However, the decision to proceed with Phase I is considered to be a response to immediate traffic safety and capacity needs of development for which implementing decisions have already been made.

In the past, comprehensive planning in the area has generally served to determine when, rather than if, rural land will be reclassified as urban. Recent history of land development in the Sunset Highway corridor has generally followed a progression from use as privately-owned farmland, to acquisition of the land or purchase options by land development corporations. The land has then been held under option or leased to farm use for several years while its value for urban development has increased. The land holdings have then been assimilated into the Urban Growth Area and developed.

This process has changed since the adoption of Oregon statewide and Metro regional goals which control urban growth. With certain exceptions, local comprehensive plans will only allow urban development only within the designated Urban Growth Boundary. Expansion of the Urban Growth Boundary is allowed only when a clearly demonstrated need for additional urban land develops. Before prime agricultural lands may be incorporated into the Urban Growth Area, non-prime agricultural land must be considered, regardless of the availability of existing urban services such as the proposed Helvetia Road interchange. A large stock of developable land is currently available, making it very unlikely that new expansions of the Urban Growth Boundary will be allowed in the near future. In this way, prime agricultural lands outside the Urban Growth Boundary are protected from short term pressures of urban development. However, the rapid increases in industrial development in the Sunset Corridor makes it more likely that available land within the Urban Growth Boundary may become developed sooner than was expected at the time the Comprehensive Plan was acknowledged.

Major traffic flows between the interchange and developing industrial areas nearby will pass through the rural land between the interchange and the existing Urban Growth Area, via Helvetia, Schute and Jacobson Roads. Those roads will eventually need improvement to urban standards, further expanding highway service in this rural area. The environmental impacts of improving these roads will be evaluated as those projects develop in the future.

Compliance with Statewide Planning Goals

The Urban Element of the Washington County Comprehensive Plan was acknowledged by the Oregon State Land Conservation and Development

Commission (LCDC) in October 1983. The Rural Element was acknowledged on April 27, 1984. Need for the proposed Helvetia Road interchange project is discussed in the West Union Community Plan and the project is consistent with the acknowledged County Comprehensive Framework Plan.

SOCIOECONOMICS

The proposed project will support development of adjacent areas within the Urban Growth Boundary by providing convenient access to Sunset Highway. The project will complement the availability of other urban services which have begun to concentrate in the area. Construction of the interchange will further increase the value of potential industrial sites in the area and would encourage their maximum development by making access safer and more convenient. It is expected that this industrial development will increase the employment base of Washington County, which in turn is likely to attract employees from outside, as well as from within the region, generating demands for housing and services to support the new employee population.

Farm operations nationwide are in an extremely vulnerable economic position, even under ideal resource conditions. They cannot survive direct economic competition with urban development. In Oregon, however, state and local land use laws now protect farmlands outside designated Urban Growth Boundaries from economic pressures such as annexations into urban service tax districts or assessments for local improvement districts precipitated by encroaching urban development. Once land within the Urban Growth Boundary has developed, however, additional farmland may be incorporated and will lose its protection from these economic pressures.

In the Helvetia Road interchange vicinity, where transportation and utility services would have capacities which may exceed the ultimate needs of the adjacent Urban Growth Area, state and local land use regulations are in place to ensure the opportunity for continued economic operation of neighboring farms, until needed for further Urban Growth Area expansion.

NOISE

The Oregon Department of Transportation prepared a Noise Study Report to determine the noise impacts of this project. The results are summarized in this section.

The computerized version of the Federal Highway Administration Traffic Noise Prediction Model, Stamina 2.0/Optima, was used in the analysis. Peak truck hour traffic volumes were used in the model to predict worst-case future noise levels. A noise measurement was taken on the north side of Meek Road, halfway between the Oak Road and Birch Lane intersections to check calculated noise levels against actual levels. The calculated levels corresponded closely to the measured levels and required no adjustment.

Impacts

Residences are considered to be impacted by noise if they are predicted to receive peak hour noise levels which would exceed the federal noise abatement criterion of L_{eq} 67 dBA*, or if they would receive noise increases of 10 dBA or more above existing levels during the life of the proposed project.

The Build and No-Build alternatives would differ in their noise levels only at the mobile home park and at three residences at the Schute Road / Meek Road intersection (Residence Group "D", Figure 11). Table 1 displays the predicted effects of the project upon traffic noise levels at groups of residences in the project

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* The L_{eq} is the equivalent (average) noise energy level for a given period of time. It is measured in units called decibels (dB), weighted for frequencies within the normal range of human hearing ("A" scale). The human ear perceives a doubling in loudness for each increase of 10 dBA, though sound energy actually doubles for every 3 dBA increase.

Table 1. Predicted noise levels affecting groups of residences near the project. The accompanying map (Figure 11) shows the locations of residential groups A through G referenced in this table. SOURCE: ODOT Noise Study Report, April 1984.

Residence Group	Number of Residences	Predicted Year 2003 Noise Levels	Noise Increase Over Existing
A	3	63 to 66 dBA	2 to 5 dBA
B	3	64 to 65 dBA	1 dBA
C	4	60 to 63 dBA	2 dBA
D	3	N/B = 62 to 63 dBA BLD = 62 to 65 dBA	4 to 5 dBA 3 to 7 dBA
E	1	66 dBA	3 dBA
F (Mobile Homes)	28	N/B = 52 to 70 dBA * BLD = 54 to 71 dBA *	5 to 14 dBA* 6 to 15 dBA*
G	1	66 dBA	11 dBA

*Exceeds FHWA noise abatement criteria.

NOTE: The Build (BLD) and No-Build (N/B) alternatives differ only for residence groups D and F, as indicated.

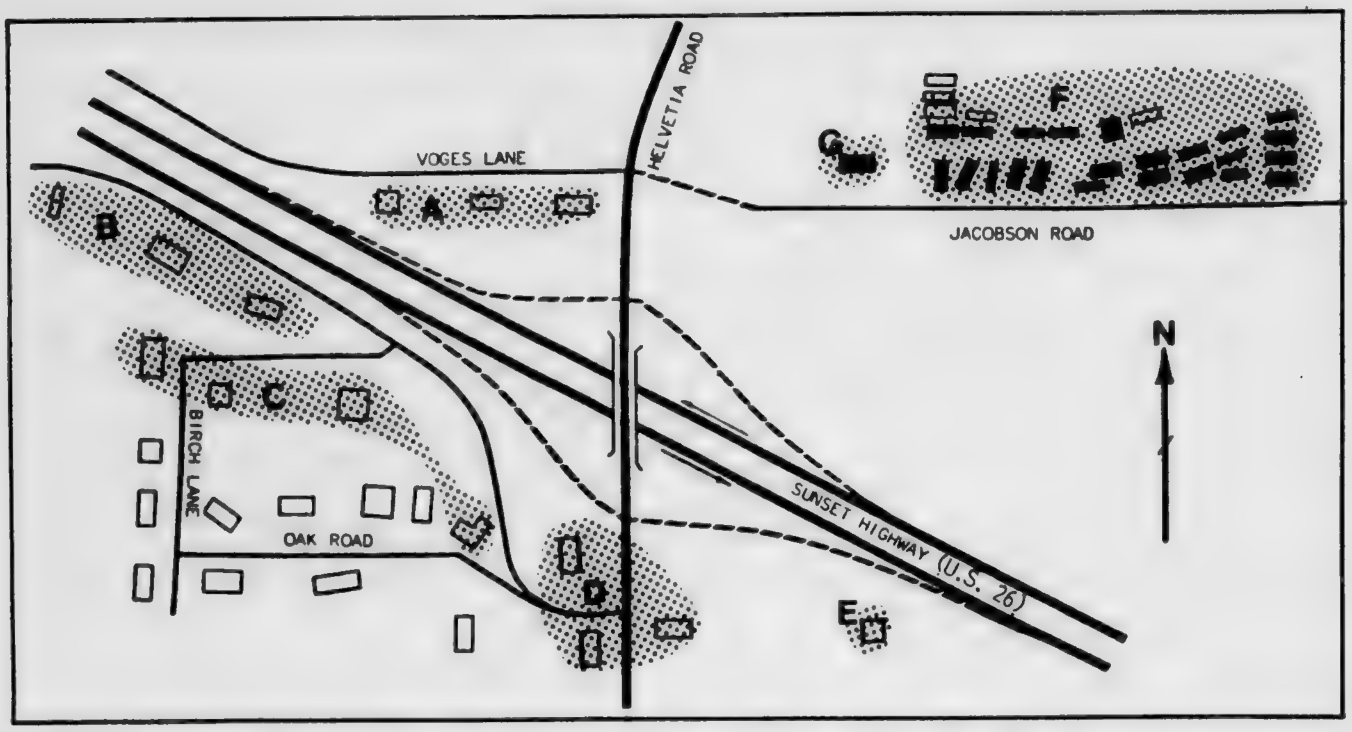


Figure 11. Locations of residential groups affected by traffic noise from the local roadway network. The mobile homes marked in black are the only residences which are predicted to receive year 2003 noise levels which will exceed the L_{eq} 67 dBA noise level (under both alternatives).

vicinity. Only the mobile home park on Jacobson Road would experience year 2003 noise levels which exceed the federal noise abatement criteria. However, noise levels at the mobile home park are predicted to be only one dBA greater for the Build Alternative than for the No-Build Alternative.

The Build and No-Build Alternatives differ in the amounts of predicted traffic noise on other roads surrounding the project area as well. Plans for future urban development in the area should take these noise levels into account by requiring adequate setbacks, speed limits and architectural designs, in order to avoid unnecessary noise impacts. Projected year 2003 peak hour noise levels for the local street network are listed for reference in Appendix B.

Traffic Noise Mitigation

Several methods of mitigating (reducing) traffic noise reaching impacted residential areas were considered: reduction of speed limits, restriction of hours for truck traffic, prohibition of trucks, realignment of the Jacobson Road centerline and the use of noise barriers. Of these, only noise barriers and realignment are considered practical in this area where large tracts of land are earmarked for intensive industrial development.

Of the residential areas which would be affected by the project, only the mobile home park and one single family residence on Jacobson Road would exceed the noise abatement criteria established by the Federal Highway Administration (more than a 10 dBA traffic noise increase and noise levels greater than L_{eq} 67 dBA during the design life of the project). However, noise mitigation at the mobile home park is not recommended as a part of this project for the following reasons:

1. The mobile home park is outside the project limits and would not be directly affected by the project.

2. There would be no perceptible difference in noise levels between the Build and No-Build alternatives (only 1 dBA difference).

3. The only practical method of noise reduction would be construction of a $120,000 concrete noise wall 8 feet high and 1,110 feet long, which would be located within 5 feet of some of the mobile homes. This would create a visually dominant intrusion and would block views from the homes.

4. Future improvements which are expected to be needed on Jacobson Road could require removal of the wall, since it would be only 30 feet from the existing roadway centerline.

5. Noise levels at the mobile home park can be more appropriately addressed in conjunction with the future improvement of Jacobson Road. At that time noise barriers or realignment of the roadway could be considered. By relocating the centerline of Jacobson Road approximately 70 feet south of the existing, increases in noise levels at the mobile home park could be forestalled.

Construction Noise

Project construction noise would create temporary increases in noise levels, but this impact would be of limited duration. Construction noise abatement measures will be included in the project specifications. They include restrictions on the hours of operation within 1000 feet of an occupied dwelling, standard muffling of exhaust pipes, and standards for responding to noise complaints. These measures are described in detail in the "Mitigation Summary", pages 41 and 42.

AIR QUALITY

An Air Quality technical report was prepared for this project and is available on request from the Oregon Department of Transportation. The results are summarized below.

The proposed project is located in the Portland-Vancouver Air Quality Maintenance Area. This area currently fails to meet the National Ambient Air Quality Standards (NAAQS) for carbon monoxide, ozone and total suspended particulates (Appendix C). The State of Oregon has developed a State Implementation Program (SIP) under which this area is scheduled to reach compliance with the NAAQS for carbon monoxide by December 31, 1985 and for total suspended particulates and ozone by December 31, 1987. This plan relies primarily on the Federal Motor Vehicle Emission Control program and the Portland Metropolitan Area Inspection / Maintenance Program to reduce the pollutant levels.

The Oregon Department of Environmental Quality has determined that within the Portland Metropolitan Air Quality Maintenance Area, motor vehicles are responsible for 86 percent of the carbon monoxide emissions, 57 percent of the hydrocarbon emissions and 62 percent of the total suspended particulate emissions.

Areawide Air Quality Impacts

Methods

An areawide air quality analysis was performed to estimate the project's effects on vehicular emissions of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NO_x), and lead. The analysis accounts for projected changes in vehicle miles traveled, the introduction of vehicles with improved pollution controls and the deterioration of older pollution control equipment. The amounts of vehicular air pollutant emissions from the project section were calculated using the Environmental Protection Agency's "MOBILE 2" and the Oregon Department of Transportation's "TOTAL" air quality computer programs.

The study area for the areawide analysis is bounded by West Union Road on the north, Cornell Road on the South, Helvetia / Schute Road on the west and Cornelius Pass Road on the east. The residential areas near the Helvetia Road / Sunset Highway intersection were also included. The analysis compares total vehicular emissions for the Build and No-Build alternatives of the proposed project for the years 1983 (existing), 1988 (5-year checkpoint), 1993 (10-year checkpoint) and 2003 (design year).

Areawide Analysis Results

The results of the total emissions analysis displayed in Table 2 show that pollutant emissions are generally projected to be greater under the Build Alternative than under the No-Build Alternative at nearly all times between now and the year 2003.

Carbon monoxide (CO) emissions are projected to decrease slightly, until 1993, and increase thereafter. Year 2003 CO emissions would be 9 percent greater for the Build Alternative than for the No-Build. Hydrocarbon (HC) emissions would decrease at a decreasing rate through the year 2003 under either alternative. Oxides of Nitrogen will remain at current levels through the year 1993, but will increase by 15 percent between 1993 and the year 2003 under either alternative. Lead levels are predicted to increase steadily, more than doubling by the year 2003, under either alternative.

Any decreases in emissions will be the result of the regional automobile emissions control program. Already planned land development which will generate traffic will be the major factor increasing air pollutant emissions.

Table 2. Total Air Pollutant Emissions Summary, Helvetia Road Interchange Project. This table compares the total predicted amounts of air pollutant emissions from vehicles on the entire roadway system in the project air quality study area.
SOURCE: ODOT Air Quality Analysis, 1984.

HELVETIA INTERCHANGE PROJECT
Sunset Highway (U.S. 26)
Washington County

		CARBON MONOXIDE		HYDROCARBONS		NITROGEN OXIDES		LEAD	
ALTERNATIVE	YEAR	Tons/yr	Percent	Tons/yr	Percent	Tons/yr	Percent	Tons/yr	Percent
NO-BUILD	1983	1389	100	137	100	185	100	.367	100
	1988	1333	96	108	79	186	100	.612	167
	1993	1279	92	82	60	181	98	.675	184
	2003	1463	105	78	57	212	115	.869	236
BUILD	1983	1453	105	141	103	185	100	.364	99
	1988	1367	98	110	81	189	102	.627	171
	1993	1308	94	84	62	185	100	.693	189
	2003	1589	114	85	62	212	114	.816	222

NOTE: Percent shows each pollutant relative to the No-Build Alternative in 1982.

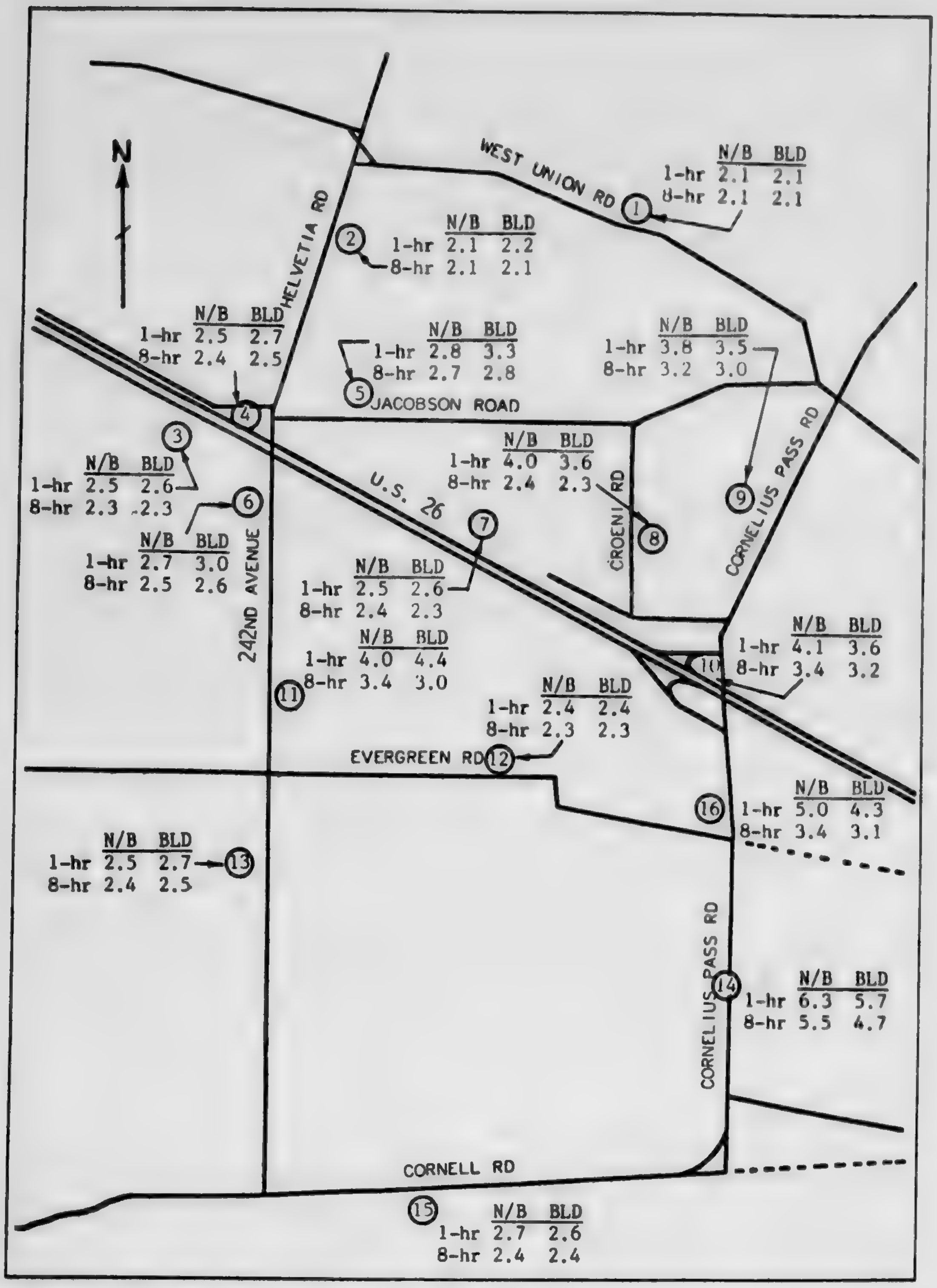
Ozone is a pollutant created by automobiles indirectly. It is produced in the atmosphere by the interaction of sunlight, hydrocarbons and oxides of nitrogen. Since the amounts of ozone created are limited by the amounts of hydrocarbons available, ozone production from the study area is expected to decrease as hydrocarbon emissions decrease.

Total suspended particulates (TSP) are projected to increase under either alternative, since concentrations of TSP are proportional to total vehicle miles traveled in the study area. Year 2003 vehicle miles traveled are predicted to be 93 million miles under the No-Build and 96 million miles under the Build Alternative. This would result in only a minor difference in TSP concentrations. Vehicles traveled 39 million miles in the year 1983. The 250 percent increase in miles traveled by the year 2003 will result in a similar increase in TSP production.

Local Air Quality Impacts

Projected changes in carbon monoxide concentrations in the immediate project area were calculated using the air pollution dispersion model, CALINE 3, developed by the California Department of Transportation.

Sixteen representative sites within the project air quality study area were selected for modeling predicted carbon monoxide concentrations (Figure 12). The maximum 1-hour and maximum 8-hour average carbon monoxide concentrations were predicted for each of these sites. The predictions assume an existing carbon monoxide background concentration of 2 milligrams per cubic meter (mg/m^3), an air mass stability class of D, and worst case meteorological conditions.


N
WEST UNION RD
HELVETIA RD
JACOBSON ROAD
U.S. 26
CROENI RD
CORNELIUS PASS RD
242ND AVENUE
EVERGREEN RD
CORNELL RD
① N/B BLD 1-hr 2.1 2.1 8-hr 2.1 2.1
② N/B BLD 1-hr 2.1 2.2 8-hr 2.1 2.1
④ N/B BLD 1-hr 2.5 2.7 8-hr 2.4 2.5
⑤ N/B BLD 1-hr 2.8 3.3 8-hr 2.7 2.8
⑨ N/B BLD 1-hr 3.8 3.5 8-hr 3.2 3.0
③ N/B BLD 1-hr 2.5 2.6 8-hr 2.3 2.3
⑧ N/B BLD 1-hr 4.0 3.6 8-hr 2.4 2.3
⑥ N/B BLD 1-hr 2.7 3.0 8-hr 2.5 2.6
⑦ N/B BLD 1-hr 2.5 2.6 8-hr 2.4 2.3
⑩ N/B BLD 1-hr 4.1 3.6 8-hr 3.4 3.2
⑪ N/B BLD 1-hr 4.0 4.4 8-hr 3.4 3.0
⑫ N/B BLD 1-hr 2.4 2.4 8-hr 2.3 2.3
⑯ N/B BLD 1-hr 5.0 4.3 8-hr 3.4 3.1
⑬ N/B BLD 1-hr 2.5 2.7 8-hr 2.4 2.5
⑭ N/B BLD 1-hr 6.3 5.7 8-hr 5.5 4.7
⑮ N/B BLD 1-hr 2.7 2.6 8-hr 2.4 2.4

NOTE: N/B = No-Build Alternative
BLD = Build Alternative

Figure 12. Year 2003 predicted maximum 1-hour and 8-hour levels of carbon monoxide for 16 selected sites in the project vicinity. SOURCE: Oregon Department of Transportation Air Quality Report, April 1984.

All sixteen sites modeled showed predicted 1-hour and 8-hour carbon monoxide (CO) concentrations to be lower than the National Ambient Air Quality Standards (NAAQS). The NAAQS for maximum 1-hour CO concentrations is 40 mg/m^3. The NAAQS for maximum 8-hour CO concentrations is 10 mg/m^3.

Under the Build Alternative, eleven of the sites showed minor increases in maximum 1 and 8-hour concentrations of CO, and five showed slight decreases, compared to the No-Build Alternative (Figure 12). Differences in traffic circulation patterns are responsible for these differences in the distribution of the CO concentrations. Generally, construction of the interchange would cause a slight shift of traffic and its associated air pollution emissions from roadways south of Sunset Highway to roadways north of Sunset Highway.

Impacts of Construction Activities on Air Quality

Project construction activities would temporarily increase carbon monoxide levels by introducing exhausts from construction equipment and increased traffic congestion. Exposed, excavated earth would temporarily increase total suspended particulate emissions, but periodic water spraying would be used to control the dust.

Project Consistency with the State Implementation Plan

The Portland-Vancouver Air Quality Maintenance Area is currently a National Ambient Air Quality Standards non-attainment area for carbon monoxide, ozone and total suspended particulates. The State Air Quality Implementation Plan (SIP), which has transportation control measures in force, was approved by the Environmental Protection in July 1982. The Federal Highway Administration (FHWA) has determined that both the Transportation Plan and the Transportation

Improvement Program conform to the SIP. The FHWA has also determined that this project will be included in the Transportation Improvement Program for the Portland Metropolitan Area before it receives final approval. Therefore, pursuant to 23 CFR 770, this project is expected to conform with the SIP.

For both the Build and the No-Build Alternatives, the areawide air quality analysis predicts that carbon monoxide concentrations will decrease until the year 1993 and then increase to 15 percent above 1983 levels by the year 2003. Ozone production attributable to the project area is predicted to decrease by the year 2003 under either alternative. Year 2003 total suspended particulates are predicted to be slightly higher for the Build than for the No-Build Alternative.

Local maximum 8-hour carbon monoxide concentrations are predicted to be nearly the same for both alternatives and are not expected to exceed the NAAQ Standard (40 mg/m^3). The maximum 1-hour CO concentrations are predicted to be slightly higher for the Build Alternative than for the No-Build Alternative, but would nevertheless remain well within the NAAQ Standard (10 mg/m^3).

Despite the predicted slight increases in carbon monoxide and total suspended particulate emissions, the overall effect of the project upon air quality in the Portland-Vancouver Air Quality Maintenance Area will be minimal.

The Oregon Department of Transportation has determined that the project is consistent with the State Implementation Plan for the following reasons:

1. This project will be included in the updated Transportation Improvement Plan (TIP) and thereby will be included in the 1984 update of the State [Air Quality Improvement] Implementation Plan (SIP).

2. This project would not delay attainment or cause a violation of the NAAQS.

3. This project would not cause or contribute to a violation of any other indirect source* (It is expected to actually reduce traffic volumes at the Cornelius Pass Interchange).

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* An indirect source of air pollution is a source which does not in itself emit pollutants, but instead attracts pollutant emitters such as automobiles. Major parking lots and highways are examples.

GEOLOGY AND HYDROLOGY

The project lies on the relatively level floor of the Tualatin Valley. The surface soil of the immediate project area consists of Amity Silt Loam, which the U.S. Soil Conservation Service (SCS) classifies as a prime farmland soil, given proper drainage. The soils of the surrounding vicinity are well drained to poorly drained soils of the Woodburn-Quatama-Willamette and Aloha-Amity-Dayton soil associations, also classified by the SCS as prime farmland or farmland of statewide importance*. Outside the Urban Growth Boundary, these soils are protected for agricultural uses by statewide land use laws. Prime agricultural lands lying within the Urban Growth Area are available for urban development at any time, and their agricultural potential will be permanently lost.

Surface runoff in the project area flows to a tributary of McKay Creek in the Tualatin River system. The stream drains 2.9 square miles of land and passes southward beneath the Sunset Highway through a concrete box culvert 1,100 feet west of the Helvetia intersection. The 50-year flood stage at the culvert is calculated at 340 cubic feet of water per second (cfs) and the 100-year flood is calculated at 400 cfs. These floods would overtop the culvert inlet by 2 and 3 feet, respectively. The proposed project would not change this condition, but urban development upstream may result in some increases in surface runoff which will raise the 50-year flood level slightly.

The project would not significantly affect water quality, but increasing traffic generated by local development will generally increase amounts of roadway pollutants such as oils, rubber and dusts reaching drainage ways.

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*SOURCE: USDA, Soil Conservation Service, 1982. Soil Survey of Washington County, Oregon.

The water table in the project area has been measured at 5 to 6 feet below the surface, but frequently rises to within a foot of the surface during the winter wet season.

The project would require 160,000 cubic yards of embankment material. Fill would be required from sources outside the construction site. The State-owned Luck Quarry would be available as a source of crushed rock materials. The haul route for this material would be affected by the large number of heavy loads, increasing maintenance costs on the route. Traffic and noise levels would increase temporarily along the route during the construction period.

VEGETATION AND HABITAT

All vegetation was cleared from the proposed project area when the existing highway was constructed. Some second growth vegetation has developed in the northeast quadrant of the intersection since that time. Grazed or mowed grass has been maintained on the other areas within existing right-of-way, under lease to adjacent landowners. An older stand of Oregon White Oaks with a canopy 30 to 50 feet high is also located northeast of the intersection along Helvetia and Jacobson Roads, providing an island of wooded habitat for birds and small mammals. A portion of this stand would be removed by the project, but this would have only a minimal effect on the amounts of habitat in the local area.

The U.S. Fish and Wildlife Service Endangered Species Office has determined that the project area contains no threatened or endangered species, and that the project would not affect habitats critical to any threatened or endangered species.

CULTURAL RESOURCES

Historic Resources

The Oregon Department of Transportation conducted an historic properties field survey for the area within a one-mile radius of the proposed project in January 1984. The field survey was supplemented with contacts with the Washington County Museum and the Washington County Planning Department.

The project-affected area does not contain any National Register eligible properties. The proposed project would not affect any listed or eligible National Register properties. The Oregon State Historic Preservation Office (SHPO) concurs with this finding.

Historic sites in adjacent areas will be protected by proper County implementation of Statewide Land Use Goal #5, as land development proceeds. Potential National Register eligible properties closest to the project area are the Kilpatrick / Chambers House (ca. 1865), approximately 1000 feet northwest of the project, and the Five Oaks Meeting Place (1840's - 1850's), 1000 feet east of the project. These historic sites may meet eligibility criteria for National Register listing.

Archeological Resources

An area of cultural interest is the Oak Grove Meeting Place (1840's - 1850's), located at the southeast corner of Helvetia Road and Jacobson Road. The proposed project would disturb the portion of this area along Helvetia Road. The area may have been the location of the meeting which made the Twality District one of the first four districts in Oregon. It is also historically the possible location of spring-summer meetings of the Twality Indians.

An archeological reconnaissance survey was conducted in March 1984. Except for the Oak Grove Meeting Place, the survey concluded that no archeological sites would be affected by the project. In May 1984, the Oak Grove location was tested for archeological significance. No cultural materials were found. Hence, the location has been determined to be archeologically non-significant.

Should subsurface cultural remains be uncovered in the project area during construction, the contractor would be required to cease work in the area where the project would affect these remains, and would notify the Oregon State Department of Transportation, which in turn would notify the Federal Highway Administration, the State Historic Preservation Office and the Oregon State Museum of Anthropology of the discovery before the remains were disturbed further. This would satisfy the requirements of Section 105.13, Standard Specifications for Highway Construction, which stipulates that archeological remains found during construction be properly recorded or preserved before they are destroyed.

UTILITIES

Portland General Electric (PGE) and General Telephone Company (GTE) are located within the project limits. PGE has overhead lines along Helvetia Road and GTE has overhead and underground lines along Helvetia, Meek, Jacobson and Groveland Roads. Construction of the project would require some adjustments in the locations of these lines.

No gas, water or sanitary sewer lines cross the proposed project construction area.

COMMENTS AND COORDINATION

The Endangered Species Office of the U.S. Fish and Wildlife Service was notified and responded that no threatened or endangered species would be affected by the proposed project.

The Oregon State Highway Division held a public informational meeting on 5 April 1984 at West Union Grade School to describe the proposed project, answer questions and receive comments from interested persons.

Washington County officials cooperated in developing projected patterns of land use and traffic generation.

Appropriate coordination with the State Historic Preservation Office (SHPO) was made on this project. The results of the historic properties field survey were submitted to the SHPO. The SHPO concurred that there are no National Register eligible historic properties in the project affected area. The cultural report was forwarded to the SHPO for review and comment.

SUMMARY OF MITIGATION MEASURES TO BE INCLUDED IN CONSTRUCTION CONTRACT

This Environmental Assessment contains commitments to implement certain environmental protection and project mitigation measures. These are summarized or referenced below to ensure that they are provided for in the construction contract and plans.

CONSTRUCTION PROCEDURES:

1. The following construction noise abatement measures would be included in the project construction specifications:

   a. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 PM and 6:00 AM on other days without the approval of the project manager.

   b. All equipment used shall have sound control devices no less effective than those on the original equipment. No equipment shall have an unmuffled exhaust.

   c. All equipment shall comply with with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

   d. Should a specific noise impact complaint occur during project construction, the contractor at his own expense may be required to implement one or more of the following noise mitigation measures, as directed by the project manager:

      1) Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

      2) Shut off idling equipment.

      3) Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

      4) Notify nearby residents whenever extremely noisy work will be occuring.

      5) Install permanent or portable acoustic barriers around stationary construction noise sources.

2. Dust abatement measures such as sprinkling will be used when necessary to control pollution of the air by particulates.

3. Phases of construction likely to be particularly disruptive to traffic flow will as much as possible be scheduled during spring and summer months when weather conditions are most favorable to the dispersion of air pollutants.

4. Emergency vehicle access through the interchange will be maintained at all times.

5. If archeological materials are discovered in the project site, standard procedures will be followed to determine their significance and the need to salvage the materials.

6. All necessary measures will be taken to ensure that fugitive materials such as runoff-suspended silts, concrete washings or fuels and lubricants do not enter waterways either in the construction area or at the construction material sources.

7. Stream banks, streamside vegetation and marshy areas will be protected from unnecessary disturbance by construction activities. Special care must be taken in the following areas:

    a. The westbound on-ramp section near the small stream west of Helvetia Road.

    b. The oak grove area in the immediate northeast quadrant of the existing intersection.

APPENDIX A

Traffic Data
and
Level-of-Service Definitions

DIFFERENCE BETWEEN BUILD AND NO-BUILD
AVERAGE WEEKDAY TRAFFIC
HELVETIA INTERCHANGE

HIGHWAY SECTION	SECTION LENGTH	YEAR	AVERAGE NO-BUILD	WEEKDAY BUILD	TRAFFIC CHANGE	PERCENT CHANGE
SUNSET HWY	2.36	1983	12700	--		
Jackson Rd	Miles	1988	13575	13775	200	1
to		1993	14450	14850	400	3
Helvetia Rd	[1]	2003	16200	17000	800	5
SUNSET HWY	1.41	1983	15300	--		
Helvetia Rd	Miles	1988	17600	18975	1375	8
to Cornelius		1993	19900	22650	2750	14
Pass Rd	[2]	2003	24500	30000	5500	22
HELVETIA RD	.07	1983	2000	--		
Sunset Hwy	Miles	1988	3350	5250	1900	57
to		1993	4700	8500	3800	81
Jacobson Rd	[3]	2003	7400	15000	7600	103
HELVETIA RD	.74	1983	1600	--		
Jacobson Rd	Miles	1988	2025	1825	-200	-10
to		1993	2450	2050	-400	-16
West Union Rd	[4]	2003	3300	2500	-800	-24
WEST UNION RD	1.50	1983	1250	--		
Helvetia Rd	Miles	1988	1560	1560	0	0
to Cornelius		1993	1875	1875	0	0
Pass Rd	[5]	2003	2500	2500	0	0
JACOBSON RD	1.00	1983	450	--		
Helvetia Rd	Miles	1988	3160	4300	1140	36
to		1993	5875	7900	2025	34
Croeni Rd	[6]	2003	11300	14500	3200	28
JACOBSON RD	.53	1983	300	--		
Croeni Rd	Miles	1988	5325	4900	-425	-8
to		1993	10350	8900	-1450	-14
West Union	[7]	2003	20400	17500	-2900	-14
CROENI RD	.80	1983	400	--		
Jacobson Rd	Miles	1988	6225	5400	-825	-13
to Cornelius		1993	12000	10000	-2000	-17
Pass Rd	[8]	2003	23700	19500	-4200	-18
CORNELIUS PASS	.70	1983	6300	--		
West Union	Miles	1988	8800	7975	-825	-9
to		1993	11300	9650	-1650	-15
Croeni Rd	[9]	2003	16300	13000	-3300	-20

SOURCE: Oregon Department of Transportation, FEB 1984.

DIFFERENCE BETWEEN BUILD AND NO-BUILD
AVERAGE WEEKDAY TRAFFIC
HELVETIA INTERCHANGE
(Cont'd)

HIGHWAY SECTION	SECTION LENGTH	YEAR	AVERAGE WEEKDAY TRAFFIC			PERCENT CHANGE
			NO-BUILD	BUILD	CHANGE	
CORNELIUS PASS	.19	1983	6600	--		
Croeni Rd	Miles	1988	12150	10700	-1450	-12
to		1993	17700	14800	-2900	-16
Sunset Hwy	[10]	2003	28800	23000	-5800	-20
242nd AVE	.89	1983	3000	--		
Sunset Hwy	Miles	1988	5300	6500	1200	23
to		1993	7600	10000	2400	32
Evergreen Rd	[11]	2003	12200	17000	4800	39
242nd AVE	1.19	1983	3150	--		
Evergreen Rd	Miles	1988	4890	5925	1035	21
to		1993	6625	8675	2050	31
Cornell Rd	[12]	2003	10100	14200	4100	41
CORNELIUS PASS	.4	1983	13900	--		
Sunset Hwy	Miles	1988	17175	16425	-750	-4
to		1993	20450	18950	-1500	-7
Evergreen Rd	[13]	2003	27000	24000	-3000	-11
CORNELIUS PASS	.93	1983	12900	--		
Evergreen Rd	Miles	1988	16550	15925	-625	-4
to		1993	20200	18950	-1250	-6
Cornell Rd	[14]	2003	27500	25000	-2500	-9
EVERGREEN RD	1.27	1983	1500	--		
242nd Ave	Miles	1988	3425	3325	-100	-3
to Cornelius		1993	5350	5150	-200	-4
Pass Rd	[15]	2003	9200	8800	-400	-4
CORNELL RD	1.27	1983	16200	--		
242nd Ave	Miles	1988	21525	20900	-625	-3
to Cornelius		1993	26850	25600	-1250	-5
Pass Rd	[16]	2003	37500	35000	-2500	-7

SOURCE: Oregon Department of Transportation, FEB 1984.

DEFINITIONS OF LEVELS OF SERVICE

Level of Service A - Relatively free flow, some stops will occur. Average speed above 30 mph. Volume/(Service Level E) = 0.60.

Level of Service B - Stable flow, reasonable delays. Average speed 25-30 mph. Volume/(Service Level E) ratio = 0.70.

Level of Service C - Design Capacity, stable flow, acceptable delays. Average speed 20-25 mph. Volume/(Service Level E) ratio = 0.80.

Level of Service D - Approaching unstable flow, delays tolerable. Average speed approximately 15 mph. Volume/(Service Level E) ratio = 0.90.

Level of Service E - Unstable flow, congestion not due to backups ahead. Average speed approximately 15 mph. Volume/(Service Level E) ratio = 1.0.

Level of Service F - Forced flow, jammed stop-and-go conditions. Average speeds less than 15 mph.

SOURCE: Highway Research Board, 1965. Highway Capacity Manual.

APPENDIX B

Predicted Noise Levels along
Roadways in the Project Vicinity
Helvetia Interchange

PREDICTED NOISE LEVELS ALONG ROADWAYS IN THE PROJECT VICINITY HELVETIA INTERCHANGE

HIGHWAY SECTION	ALT	YEAR	NOISE LEVEL @ 50 FT FROM CENTERLINE (Leq dBA)	DISTANCE OF Leq 67 dBA CONTOUR LINE FROM CENTERLINE (ft)
SUNSET HWY				
Jackson Rd	Existing	1983	74	136
to	No-Build	2003	75	176
Helvetia Rd	Build	2003	76	189
SUNSET HWY				
Helvetia Rd	Existing	1983	74	142
to Cornelius	No-Build	2003	77	220
Pass Rd	Build	2003	78	261
HELVETIA RD				
Sunset Hwy	Existing	1983	60	17
to	No-Build	2003	66	40
Jacobson Rd	Build	2003	68	60
HELVETIA RD				
Jacobson Rd	Existing	1983	61	18
to	No-Build	2003	64	31
West Union Rd	Build	2003	62	24
WEST UNION RD				
Helvetia Rd	Existing	1983	59	15
to Cornelius	No-Build	2003	60	18
Pass Rd	Build	2003	60	18
JACOBSON RD				
Helvetia Rd	Existing	1983	55	7
to	No-Build	2003	69	66
Croeni Rd	Build	2003	70	77
JACOBSON RD				
Croeni Rd	Existing	1983	52	5
to	No-Build	2003	69	68
West Union	Build	2003	69	65
CROENI RD				
Jacobson Rd	Existing	1983	54	7
to Cornelius	No-Build	2003	70	76
Pass Rd	Build	2003	69	67
CORNELIUS PASS				
West Union	Existing	1983	67	48
to	No-Build	2003	72	113
Croeni Rd	Build	2003	72	100

SOURCE: Oregon Department of Transportation, FEB 1984.

PREDICTED NOISE LEVELS ALONG ROADWAYS IN THE PROJECT VICINITY
HELVETIA INTERCHANGE
(Cont'd)

HIGHWAY SECTION	ALT	YEAR	NOISE LEVEL @ 50 FT FROM CENTERLINE (Leq dBA)	DISTANCE OF Leq 67 dBA CONTOUR LINE FROM CENTERLINE (ft)
CORNELIUS PASS				
Croeni Rd	Existing	1983	67	51
to	No-Build	2003	74	154
Sunset Hwy	Build	2003	74	145
242nd AVE				
Sunset Hwy	Existing	1983	61	19
to	No-Build	2003	67	47
Evergreen Rd	Build	2003	69	69
242nd AVE				
Evergreen Rd	Existing	1983	60	18
to	No-Build	2003	67	47
Cornell Rd	Build	2003	67	53
CORNELIUS PASS				
Sunset Hwy	Existing	1983	68	61
to	No-Build	2003	72	108
Evergreen Rd	Build	2003	72	103
CORNELIUS PASS				
Evergreen Rd	Existing	1983	68	58
to	No-Build	2003	72	101
Cornell Rd	Build	2003	71	94
EVERGREEN RD				
242nd Ave	Existing	1983	59	14
to Cornelius	No-Build	2003	66	42
Pass Rd	Build	2003	66	42
CORNELL RD				
242nd Ave	Existing	1983	69	72
to Cornelius	No-Build	2003	74	147
Pass Rd	Build	2003	74	143
SUNSET HWY				
EB Off-Ramp	Build	2003	61	20
EB On-Ramp	Build	2003	68	58
WB Off-Ramp	Build	2003	67	47
WB On-Ramp	Build	2003	62	22

SOURCE: Oregon Department of Transportation, FEB 1984.

APPENDIX C

National Ambient Air Quality Standards

Ambient Air Quality Standards for Oregon

Pollutant	Averaging Time	Federal Standards Primary (Health)	Federal Standards Secondary (Welfare)	Oregon Standard
Total Suspended Particulate	Annual Geometric Mean	75 ug/m^3	60 ug/m^3	60 ug/m^3
	24 hours$^{(1)}$	260 ug/m^3	150 ug/m^3	150 ug/m^3
	Monthly $^{(2)}$	-	-	100 ug/m^3
Ozone$^{(5)}$	1 hour$^{(3)}$	235 ug/m^3	235 ug/m^3	235 ug/m^3
Carbon Monoxide	8 hours	10 mg/m^3	10 mg/m^3	10 mg/m^3
	1 hour $^{(1)}$	40 mg/m^3	40 mg/m^3	40 mg/m^3
Sulfur Dioxide	Annual Arithmetic Average	80 ug/m^3	-	60 ug/m^3
	24 hours$^{(1)}$	365 ug/m^3	-	260 ug/m^3
	3 hours$^{(4)}$	-	1300 ug/m^3	1300 ug/m^3
Nitrogen Dioxide	Annual Arithmetic Average	100 ug/m^3	100 ug/m^3	100 ug/m^3
Hydrocarbons$^{(6)}$ (Nonmethane)	3 hours$^{(1)}$ (6-9 a.m.)	-	-	160 ug/m^3
Lead$^{(7)}$	Calendar Quarter	1.5 ug/m^3	1.5 ug/m^3	1.5 ug/m^3

NOTES:

ug/m^3	Micrograms of pollutant per cubic meter of air.
mg/m^3	Milligrams of pollutant per cubic meter of air.
(1)	Not to be exceeded on more than one day per year.
(2)	24-hour average not to be exceeded for more than 15 percent of the samples in a calendar month.
(3)	A statistical standard, but basically not to be exceeded more than an average one day per year based on the most recent three years of data.
(4)	Not to be exceeded more than one time per year.
(5)	The state standard was revised on January 22, 1982.
(6)	The federal standard was revoked on January 5, 1983.
(7)	The state standard was revised on January 14, 1983.

APPENDIX D

Letters Commenting on the May 1984 Environmental Assessment

Eb
cy Kaiser
file

OREGON PROJECT REVIEW ACKNOWLEDGMENT

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N.E.
Salem, Oregon 97310

Phone (503) 378-3732 or Toll Free in Oregon 1-800-422-3600

APPLICANT: OREGON DEPT OF TRANSPORTATION

PROJECT TITLE: Helvetia Road Interchange
Sunset Highway, Washington County

DATE RECEIVED: May 30, 1984

PNRS #: OR840531-060-4

Your project notice has been assigned the file title and number that appear above. Please use it in correspondence and, if applicable, enter it in Block 3A on the 424 form for the project. Your project notice must also be submitted for review to any affected areawide clearinghouse.

A ~~XXX~~ 30 day review of your project began on the above date.

[ ] FEDERAL GRANT

[ ] HUD HOUSING

[ ] DIRECT FEDERAL DEVELOPMENT

[xx] ENVIRONMENTAL ASSESSMENT

[ ] DRAFT ENVIRONMENTAL IMPACT STATEMENT

[ ] FINAL EIS

[ ] STATE PLAN/AMENDMENT

State Clearinghouse use only:
St. Agency Due Date: June 22, 1984
Federal Agency ______
County: ______

PNRS #3
Revised 5/84

Your project notice was circulated to state agencies checked below:

ECONOMIC DEV. & CONSUMER SVCS
x Agriculture
___ Soil and Water
x Economic Development
___ Fire Marshal
___ Housing
___ Labor
___ Real Estate

EDUCATION
___ Education
___ Educ. Coordinating
___ Higher Education

EXECUTIVE
___ Budget

HUMAN RESOURCES
___ Adult and Family Services
___ Children's Services
___ Community Services
___ Corrections
___ Employment
___ Health
___ Mental Health
___ Senior Services
___ Vocational Rehabilitation

NATURAL RESOURCES
x Governor's Office
x DEQ
x Energy
x Fish and Wildlife
x Forestry
x Geology
x Lands
x LCDC
x Water Resources

TRANSPORTATION
___ Aeronautics
___ Director
___ Highway Division
xx Historic Preservation Also Cultural Res. Report
x Parks Division
___ Public Transit

MISCELLANEOUS
___ Dev. Disabilities Council
___ Extension Service
___ Other

HES-1- [illegible]

VICTOR ATIYEH
GOVERNOR

Executive Department
155 COTTAGE STREET NE., SALEM, OREGON 97310

June 26, 1984

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street NE
Salem, OR 97310

RECEIVED
JUN 28 1984
OREGON DIVISION

SUBJECT: Helvetia Road Interchange
PNRS #OR840531-060-4

Thank you for submitting the Environmental Assessment for State of Oregon review and comment.

The Department of Environmental Quality and the Department of Land Conservation and Development have submitted comments. Any consideration you can give these comments will be appreciated.

Sincerely,

INTERGOVERNMENTAL RELATIONS DIVISION

Dolores Streeter

Dolores Streeter
Clearinghouse Coordinator

DS:bm

cc:Federal Highway Administration

Wash.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. NE, Salem, Oregon 97310
Phone: 378-3732

PNRS STATE REVIEW

Project #: OR 84 0531-060-4 Return Date: ____________

The Attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

ENVIRONMENTAL ASSESSMENT

( ) The Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

( ) The Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

( ) The Environmental Assessment is inadequate; further documentation is necessary. See remarks below.→

- -

REMARKS

ANALYSES REGARDING STATEWIDE LAND USE GOALS / LOCAL COMPREHENSI PLAN ISSUES APPEAR TO BE ACCURATELY PRESENTED. WE UNDERSCORE STATEMENTS IN THE ASSESSMENT WHICH INDICATE THAT THIS IMPROVEMENT IS INTENDED TO SERVE DEVELOPMENT WITHIN THE U.G.B. ADJACENT LAND IN AGRICULTURAL ZONING IS NOT ASSUMED TO BE AVAILABLE FOR URBAN DEVELOPMENT. THEREFORE, THE SCALE OF THIS PROJECT IS APPROPRIATELY LIMITED TO THE CURRENT (1984) U.G. WASHINGTON CO. & CITY OF HILLSBORO COMPREHENSIVE PLANS.

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
JUN 4 1984
SALEM

Agency LCDC. By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. NE, Salem, Oregon 97310
Phone: 378-3732

Management Services Div.
Dept. of Environmental Quality
RECEIVED
JUN 5 1984

JUN 26

PNRS STATE REVIEW

Project #: OR 840531-060-4 Return Date: ________________

The Attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

ENVIRONMENTAL ASSESSMENT

WATER QUALITY CONTROL

( ) The Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

( ) The Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

(✓) The Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- -

REMARKS

See attached comments from Noise Section.

Agency DEQ

By Howard W. Harris

STATE OF OREGON
DEPARTMENT OF ENVIRONMENTAL QUALITY

Memorandum

To: Intergovernmental Relations Division

Date: June 22, 1984

From: HWH for John Hector
DEQ

Subject: E. A. Comments; Helvetia Rd. Interchange-Sunset Hwy
Washington County # OR840531-060-4

The inter~~view~~ior FHWA noise standard of Log 52 dBA has not been evaluated on this project. This standard should be used to protect interior activities at residences with window open for ventilation. Thus, when an outside to inside attenuation factor of 10 dBA is assumed, the Log 52 dBA interior standard becomes an exterior criterion of Log 62 dBA.

RESPONSE TO DEQ NOISE COMMENT:

Details of any necessary noise mitigation will be addressed in the final Noise Study Report.

July 6, 1984

ENV 3

Sunset Farm and Stables
5000 N.W. 242nd
Hillsboro, Oregon 97124

Dear Mr. Seibel and Mr. Girt:

I have received your letter asking for additional time to comment on the Environmental Assessment prepared for the Helvetia Road Interchange project. In an effort to begin construction this year the Highway Division plans to advertise for construction bids July 12, 1984, and award a construction contract July 26, 1984. Because of this scheduling your comments on the proposal should be sent immediately.

Four laning of 242nd Avenue (Schute Road) is not part of the Helvetia Interchange project. The interchange overpass is being designed to accommodate four lanes of traffic because of traffic volumes forecast to use the interchange. Since 242nd Avenue is a Washington County road, the county would be responsible for investigating any improvements to it.

I may be reached by phoning 378-8486.

Sincerely,

Cam Gilmour, Manager
Environmental Section
324 Capitol Street, N.E.
Salem, OR 97310

CG:gc

cc: E. S. Hunter w/attach
Ed Hardt w/attach
Gary Potter w/attach

648-6782

Sunset Farms And Stable
5000 N. W. 242nd
Hillsboro, Oregon 97124
June 29, 1984

Campbell Gilmour
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Re: Helvita Road Interchange

Dear Mr. Gilmour,

The recent announcement of the Highway Departments plans to make 242nd from Evergreen to Highway 26 four lanes has somewhat changed the enviromental assessment that we have received.

June 30, 1984, was the date all comments were to be received by the Highway Department, we are asking to reserve the rights for comment until we have a chance to review the updated project.

Respectfully,

SUNSET FARM & STABLES

Dick Girt

Gene Seibel and Dick Girt

ADJOINING NEIGHBORS

Chas. E. Pope

K. A. Berger Farms Inc.
Ruth I Berger, Secretary

RECEIVED
JUL 2 1984
Environmental Section

9276

t

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

July 10, 1984

NOTED
H.S.COULTER

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Finding of No Significant Impact (FONSI)
Helvetia Road Interchange
Sunset Highway
Washington County
F-HES-27-2(12)

Dear Mr. Wilken:

Enclosed is the Environmental Assessment previously approved for the subject project. It has been reviewed to reflect input received during the public and agency review period and documents the basis for project selection. I concur with the conclusion of the Environmental Assessment that no significant impacts on the environment will result from implementing the proposed project.

If you agree, please make a separate writting Finding of No Significant Impact (FONSI), incorporating the Environmental Assessment, as required by 23 CFR 771.121.

Please return the FONSI when it has been signed for our use in notifying the state clearinghouse and the public of the decision.

Sincerely,

ORIGINAL SIGNED BY
CAM GILMOUR
Campbell M. Gilmour, Manager
Environmental Section

RECEIVED
STATE HWY ENGR
JUL 11'84
REFER TO
FOR
Info Invest R/D D/R See [illegible] File

CMG:lm

Attachments (4)
bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
F. E. Terpin
G. A. Potter
E. L. Hardt
Jef Kaiser

Form 734-3122

9876

+

OF OREGON

INTEROFFICE MEMO

PRO
34-1950

TO: H. S. COULTER
State Highway Engineer

ORIGINAL SIGNED BY
EDWARD L. HARDT

DATE: July 3, 1984

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: MONTHLY STATUS REPORT
HELVETIA ROAD INTERCHANGE

NOTED
H.S. COULTER

This is the monthly status report for the progress of the Helvetia Road project. The project has officially been split into two contracts:

phase I

> The first is for the detour road for Helvetia as it crosses the Sunset Highway, the structure embankment, and some drainage work. This contract is estimated at $550,000, it is 95% complete. The anticipated date for opening bids is July 26.
>
> The second contract is essentially for the structure, the ramps, and everything else. Its estimated cost is $3,450,000, the grading plans are 70% complete, the bridge plans are 20% complete. The anticipated date for opening bids is September 27.

cr plr
9934

The environmental assessment is out for public review and, as far as I know, there have been no comments.

ELH/cp
cc Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour

cc Gerry Thompson

Ed Hardt – What about a public event related to 7/26 date? Could include Gov, INTEL etc. F.

RECEIVED
STATE HWY ENGR
JUL 6 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
JUL 5 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9376

VICTOR ATIYEH
GOVERNOR

Executive Department
155 COTTAGE STREET NE., SALEM, OREGON 97310

June 26, 1984

ENVIRONMENTAL SECTION
July 2, 1984

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin
W. J. Hart
Ed Hardt
Jef Kaiser
Bill Geibel
D. E. Wilken

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street NE
Salem, OR 97310

NOTED
E. S. HUNTER

SUBJECT: Helvetia Road Interchange
PNRS #OR840531-060-4

Thank you for submitting the Environmental Assessment for State of Oregon review and comment.

The Department of Environmental Quality and the Department of Land Conservation and Development have submitted comments. Any consideration you can give these comments will be appreciated.

Sincerely,

INTERGOVERNMENTAL RELATIONS DIVISION

Dolores Streeter
Dolores Streeter
Clearinghouse Coordinator

DS:bm

cc:Federal Highway Administration

RECEIVED
STATE HWY ENGR
JUL 3 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Wash

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. NE, Salem, Oregon 97310
Phone: 378-3732

PNRS STATE REVIEW

Project #: OR 840531-060-4 Return Date: ______

The Attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

ENVIRONMENTAL ASSESSMENT

- ( ) The Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.
- ( ) The Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.
- ( ) The Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- -

REMARKS

ANALYSES REGARDING STATEWIDE LAND USE GOALS / LOCAL COMPREHENS PLAN ISSUES APPEAR TO BE ACCURATELY PRESENTED. WE UNDERSCORE STATEMENTS IN THE ASSESSMENT WHICH INDICATE THAT THIS IMPROVEMENT IS INTENDED TO SERVE DEVELOPMENT WITHIN THE U.G.B. ADJACENT LAND IN AGRICULTURAL ZONING IS NOT ASSUMED TO BE AVAILABLE FOR URBAN DEVELOPMENT. THEREFORE, THE SCALE OF THIS PROJECT IS APPROPRIATELY LIMITED TO THE CURRENT (1984) U.G. & WASHINGTON CO. & CITY OF HILLSBORO COMPREHENSIVE PLANS.

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT
JUN 4 1984
SALEM

Agency LCDC.

By James R. Sitzman

Revised 10/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. NE, Salem, Oregon 97310
Phone: 378-3732

Management Services Div.
Dept. of Environmental Quality
RECEIVED
JUN 5 1984

JUN 26

PNRS STATE REVIEW

Project #: OR 840531-060-4 Return Date: ________

The Attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

ENVIRONMENTAL ASSESSMENT

( ) The Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

WATER QUALITY CONTROL

( ) The Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

(✓) The Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- -

REMARKS

See attached comments from Noise Section.

Agency: DEQ

By Harold [illegible] Harris

Revised [illegible]/83

4/3 16

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: June 20, 1984

D R Adams

FROM: Donald R. Adams
Final Design Engineer

NOTED
H.S. COULT

SUBJECT: Helvetia Road Interchange

Helvetia Road Intersection at the Sunset Highway has been the site of a large number of accidents over the past five years. It is because of the high hazard of this intersection that it became desirable to find some means to improve this section of highway. Traffic signals were investigated and determined to be unsatisfactory and an interchange was proposed. The interchange proposed was a diamond interchange that could be constructed within the existing right-of-way.

cc p'l
#993

Detailed traffic analysis indicates that there will be significant turning movements in a southerly-easterly orientation. Projected Year 2003 traffic indicates the need for a loop ramp for traffic traveling from east to south through this interchange. The inclusion of a loop ramp will require additional right-of-way acquisition. In order to expedite a solution to the high-hazard intersection, it was decided to stage-construct an interchange at this intersection. The first stage will be to construct a diamond interchange within the existing right-of-way. This will allow construction to begin this summer. The structure for the interchange will be designed to accommodate the final stage construction.

The second stage will improve the vertical alignment of Helvetia Road over the freeway and will provide a loop ramp for the east to south movement. This will improve the efficiency of the interchange and improve the operational characteristics to a satisfactory level of service. This second stage will require additional rights-of-way for these modifications.

The time frame for project approval and right-of-way acquisition will be several years. Thus, the construction of the diamond interchange at this time will have a significant benefit in the near future and alleviation of the severe accident record.

DRA:ja

cc E. S. Hunter
Ed Hardt
Walt Hart
J. B. Boyd
Cam Gilmour
Glenn Hossner - FHWA

NOTED
E. S. HUNTER

To Coulter
for info

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-128-1387

Contains Recycled Materials

78.71

STATE OF OREGON INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: June 20, 1984

9874

FROM: J. H. Versteeg
Road Design Engineer

J H Versteeg

SUBJECT: Stage Construction
Helvetia Road Interchange
Sunset Highway

Recently Coulter requested that we review the Helvetia Road Interchange project to determine if the construction of the project could be expedited. We are proposing to stage construct the detour and the bridge end embankment on the following very tight schedule:

copy # 9934

1. Design approval by July 10, 1984.
2. PS&E by July 11, 1984, release ad: July 12, 1984.
3. Two-week ad open bids July 26, award July 27, 1984.
4. 60 calendar day completion on September 28, 1984.

A plan for this $484,000 first stage construction is attached for your review. We would plan to open bids on stage two September 27, 1984 for the remaining work which includes all grading, paving, structures and signing. It is intended that the total project be completed in the fall of 1985.

Because of unforeseen delay in project clearances, it may not be possible to contract stage one. If so, there will be very little time lost as we would then intend to open bids on the complete project on September 27, 1984.

Early Award

SECTION 103 - AWARD AND EXECUTION OF CONTRACT

103.02 Award of Contract and Retention of Proposals - In order to give the low bidder as many working days as possible to complete the project, the Highway Division intends to expedite the award and execution of the contract documents at the earliest possible date.

Bidders should be prepared to submit their DBE/WBE documentation the day of the bid opening and to have their surety sign the performance bond and their corporation officers available for execution of the contract upon notification of award.

9876

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

for

OREGON PROJECT F-HES-27-2(12)
Helvetia Road Interchange
Sunset Highway
Washington County

The FHWA has determined that this project will not have a significant impact on the human environment. This finding is based on the attached assessment which has been independently reviewed by the FHWA and found to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required for this Phase I project which is necessary to eliminate the acute safety problem at the existing intersection.

The future Phase II interchange and adjacent roadways will be the subject of a separate environmental evaluation and document at the appropriate stage of development of that project. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

June 11, 1984

Dale E. Wilken
Dale E. Wilken
Division Administrator
Oregon Division - Salem, Oregon

Attachment

78'6

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. COULTER
State Highway Engineer

DATE: June 7, 1984

FROM: EDWARD L. HARDT
Metro Region Engineer

Edward L Hardt

SUBJECT: Helvetia Road Monthly Status Report

NOTED
H.S. COULTER

This is the monthly report for progress on the development of the Helvetia Road project. The environmental assessment is printed and out for review. This starts the clock on the count down for the finding of no significant impact (FONSI), which in turn leads to Federal approval of the project.

copy #9932

With respect to design, the Design Section is considering an option where the project would be let under two separate contracts. The first would be for paving of the detour road and construction of the embankments for the structure. The second contract would be for everything else. The advantage of this is that it might be possible to have a month or six weeks of construction season yet this summer for construction of the embankments. The current overall schedule is for opening of bids for the contract September 27, which means that unless the embankment work is expedited under the separate contract concept, this work would have to be done in mid-October and November under questionable weather conditions. The limiting factor is the approval date of the FONSI which triggers Federal participation in the project. It's anticipated under the current schedule that this will occur in mid-July, which would mean a mid-August bid opening. If this schedule holds up, we would then gain about six weeks of construction time in the end of August and September for the embankment work. A final decision on whether to go with one contract or two has not yet been made.

The design of the overall project, both grading work and bridge work, is on schedule for a September 27 bid opening. The closer we get to that date, the better it looks.

ELH/cp/sy
cc: Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour
Jef Kaiser

RECEIVED
ASST STATE HWY ENGR
JUN 7 '84
REFER TO

81-125-1307

GENERAL FILES

/

May 16, 1984

Bill Lattin
Vice President and General Manager
Systems Group
Intel Corporation
5200 NE Elam Young Parkway
Hillsboro, OR 97123

PRO

We are moving rapidly toward contracting the Helvetia Road Interchange on the Sunset Highway this fall. The field work has been completed, and the design of the roadway and bridge is currently ahead of schedule for contracting in September 1984.

CCP [illegible]
99-3

Our plans call for construction of the necessary detours in October 1984 so traffic can be placed on the detours allowing for bridge construction to start in December. The construction of the bridge is expected to take eight months and is the control on completion of the project.

Due to the soil in the area, the construction of the embankment should be done primarily during the summer with the paving completed the end of summer when the bridge is completed. It does not appear to be practical to "turn some dirt" earlier than that date.

By placing additional emphasis and fast tracking the work, we are consolidating a normal developmental period of three to five years into eight months to bring this project to contract this year.

Because of the high interest in the project, it may be appropriate to start the project with a ground-breaking ceremony when the project is contracted. Ground-breaking ceremonies on the I-205 Freeway and other major projects have been very well received and have provided an opportunity for all those interested to celebrate the success of their efforts. The effort on the I-205 Freeway included the Governor and the Commission Chairman operating a large dozer. If such a ceremony is desirable, we could provide invitations to you and Washington County officials to "kick off" this improvement which will benefit the area so significantly.

[illegible] Hunter
[illegible]
[illegible]
[illegible]

Fred D. Miller
Director

cc Gerry Thompson

bc H. S. Coulter E. L. Hardt
R. N. Bothman George Bell

RNB:lks fn

Bob-
This schedule is consistent with Ed Hare's although arrived of independently. If you want to discuss call Fred or I @ 86558

Subject: Murray Road Interchange Section
Sunset Highway
Washington County

We anticipate a construction schedule for this interchange as follows:

1. Open bids on September 27, 1984.

2. Contractor begins work in early October on construction of detour. Traffic placed on detour and bridge construction starts about December 1, 1984. Bridge construction expected to take 6 to 8 months.

3. Interchange embankment construction continuing thru spring, as weather permits, to completion during the summer with paving completed by Fall.

4. Interchange opened to traffic in fall 1985.

.9876

STATE OF OREGON **INTEROFFICE MEMO**

PRO

NOTED
H. S. COUL

TO: H. S. COULTER
State Highway Engineer

DATE: May ~~1~~, 1984

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: MONTHLY STATUS REPORT
HELVETIA ROAD INTERCHANGE
SUNSET HIGHWAY

Intel - Bldg
Feb/May

Public announcement

This is the monthly status report for the Helvetia Road Interchange as of May 1.

#9934

The environmental assessment process is nearing completion. It will be submitted for Highway administrative and FHWA approval from this office later this week (May 3 or 4). One possible glitch coming up is the fact that the Phase 2 archeological investigation is presently starting and there may be some historic significance to the intersection. Preliminary investigation indicates that there were, in times gone past, Indian and then later pioneer gatherings in this vicinity. We should know more about this shortly.

As far as project design, the project is in the Bridge and Road Design Sections now, the revisions to the preliminary design have been completed, and work on the contract plans is underway. Structure design is about 15% complete, the estimated project cost now stands at four million dollars.

All systems are still go for a September 27, 1984 bid opening.

RECEIVED
STATE HWY ENGR
MAY 11 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-10
Scott - We should discuss conversation with Bill Lattin.
J

RECEIVED
DOT DIRECTOR
MAY 3 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Talked to Bothman

ELH/cp
cc Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour
Jef Kaiser

81-125-1307

9876

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: May 8, 1984

FROM: Campbell M. Gilmour, Manager
Environmental Section

SUBJECT: Environmental Assessment
Helvetia Road Interchange
Sunset Highway
Washington County

APPROVED
for E. S. Hunter
Date 5/18/84

The subject Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The assessment concludes that the proposed project will result in no significant environmental impacts.

If you agree, please sign the attached title sheet and return same to this office. The Assessment will then be submitted to the Federal Highway Administration for their concurrence.

CMG:lm

Attachment

cc: J. H. Versteeg
F. E. Terpin
G. A. Potter
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
MAY [illegible] '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Rec'd
5-8-84

81-125-1387

Plan #10069

47

PROJEC PROSPECTUS

PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Washington County

KEY ID# 00380

SECTION HELVETIA ROAD INTERCHANGE

REGION Metro Region

SURVEY AUTHORITY HWY. #47

AUTHORIZATION NO. 2

PREFIX 34-1950

DATE 12/5/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 20,000	$ 16,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 1,000	$ 0
902 CITIZEN'S INVOLVEMENT	-		916 PHOTO-GRAMMETRY			934 GEOLOGY	6,000	3,000
903 LOCAL GOVERNMENT	-		918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	2,700	2,700
905 FINAL DESIGN	10,000	0	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		500
906 BRIDGE DESIGN	18,000	0	921 SPECIFICATIONS	5,000	0	938 REGION ENVIRONMENT	9,000	9,000
907 PRELIMINARY DESIGN	7,000	0	922 ADMIN. SERVICES		1,000	949 URBAN STUDIES		2,800
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		5,000	950 TRAINING	500	1,000
910 REGION GEOLOGIST	2,500	2,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		12,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 NDSCAPE	3,000		926 FOUNDATION	11,000	6,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	2,000	2,000	932 RAILROAD & UTILITIES		200			

TOTALS	$ 121,000	$ 65,000
PREVIOUS AUTHORIZATION		$ 10,600
ADD. AUTH. REQUIRED		$ 54,400

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-HES-27-2(12)

LOCATION ENGINEER'S REMARKS

Original authority was to prepare plans and specifications for signals and left-turn modifications to existing at-grade crossing.

This request is for preparation of plans and specifications for a grade-separated, full diamond interchange. Helvetia Road to be two travel lanes with left-turn medians and two standard bike lanes. Right-of-way for future interchange was previously acquired.

Funding changed to include FAP. $160,000 HES approved 12-22-81 by Hwy Engineer.

Bring-up & Program Change

PREPARED BY	DATE 12-6-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/22/84
RECOMMENDED, REGION ENGINEER X	DATE 12/6/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-21
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-14-83 1-12-84	

734-1914 (7-82)

Plan #10069

SEE INSTRUCTIONS ON REVERSE

PROJE(PROSPECTUS
PART 1 — PROJECT REQUEST

KEY ID # 00985

SECTION Helvetia Rd. Intchge			REGION Metro Region
HIGHWAY # 47	HIGHWAY NAME Sunset	MILE POST FROM 60.8 TO 61.3	LENGTH 0.5 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Washington	ROAD/STREET NAME Helvetia
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING	(✓)	X	FILES	(#)	-
None anticipated RIGHT OF WAY		$ 0	PAVING	(✓)	X	ACRES	(#)	-
ROADWAY	$ 1,300		STRUCTURES	(✓)	X	RELOCATIONS	(#)	-
STRUCTURES	$ 560		SIGNING	(✓)	X	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 120		SIGNALS	(✓)	X	PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$ 60		ILLUMINATION	(✓)	X	CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 100					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	-
	$		ENVIRONMENTAL CLASS	(1,2,3)	3	RIGHT OF WAY ACQUISITIONS	(S,C,A)	-
40% ENGINEERING & ONTINGENCIES	$ 860		DESIGN CATEGORY	(1-7)	1	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 3,000	WORK TYPE	(1-12)	1	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/87	RECOMMENDED FUNDING SOURCE FAP	RECOMMENDED PROGRAM YEAR FY '87

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	13,500/ 2,900	28,000/ 12,000
YEAR OF AVERAGE D TRAFFIC	1983	2000

DEFINE THE PROBLEM

Increasing traffic volume on Helvetia Road and the high travel speed on the Sunset Highway is resulting in more delay to the users of this intersection. Because of the higher volumes, motorists begin to make their maneuvers with less than desirable gap. This leads to accidents involving severe injuries.

PROPOSED SOLUTION

Provide a grade separation and interchange ramps at this location on the Sunset Highway

REQUESTED, REGION ENGINEER X	DATE 12/6/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00380

SECTION Sunset Highway @ Helvetia Road

REGION Metro Region

PROJECT JUSTIFICATION

A traffic signal investigation at the Helvetia/Sunset Highway intersection was conducted the first part of 1982. As a result of this study, the problem of high speeds, increased traffic volume, and a visibility problem of left turning vehicles was identified. Since the Sunset Highway is a high-speed roadway, a traffic signal was not the solution. Late in 1982, a study was made to investigate the problem and develop a solution.

The report, completed in June 1983 (attached), recommends an interchange as the ultimate solution. Also, the report described several interim options to alleviate the problem until the interchange is constructed. A minor improvement to align the left-turn lanes to provide additional visibility to motorists using the intersection was completed in September 1983.

With the planned development in and around the intersection area, the need to construct an interchange in the near future is becoming more apparent.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Plan #10069
SEE INSTRUCTIONS ON REVERSE

SECTION Sunset Highway @ Helvetia Road	KEY ID # 00380
	REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S *
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	S	ILLUMINATION	S	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES
PGE
General Tele.
PNB toll cable (Possible)
Wolf Cr. Hwy. Water Dist.
NW Nat. Gas

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED
Helvetia - 55 MPH
~~Proposed - 45 MPH~~
Sunset Hwy.-70 MPH

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	~~PARKING~~ XXXXX bike	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	~~PARKING~~ XXXX bike	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																	
SH					10	12	12	6'sh 9.5	48 0	6'sh 9.5	12	12	10				
SH		6'	"C"	5'	10	12	12	6'sh 12'	48 14'	6'sh 12'	12	12	10	5'	"C"	6'	

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	84	40	242,000	BRIDGE 5		APPROVED	
BRIDGE 2	84	40	242,000	BRIDGE 6			
BRIDGE 3	Walls		76,000	BRIDGE 7		Location Engineer Date	
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

10069

SEE INSTRUCTIONS ON REVERSE

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

KEY ID #

SECTION
Sunset Highway @ Helvetia Road

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional right-of-way would be required.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Although an existing, at-grade, intersection provides full access, the installment of an interchange would significantly increase the capacity of this access and would create attractive transportation conditions for developing adjacent, large tract agricultural land. The interchange would be consistent with Washington County's Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This intersection is unsignalized and very hazardous, with a significant history of severe accidents. An interchange would eliminate the traffic conflict that has been responsible for these accidents.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No direct impacts expected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None expected.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The growth inducing effect of this project may be an issue.

RECOMMENDED PROJECT CLASSIFICATION

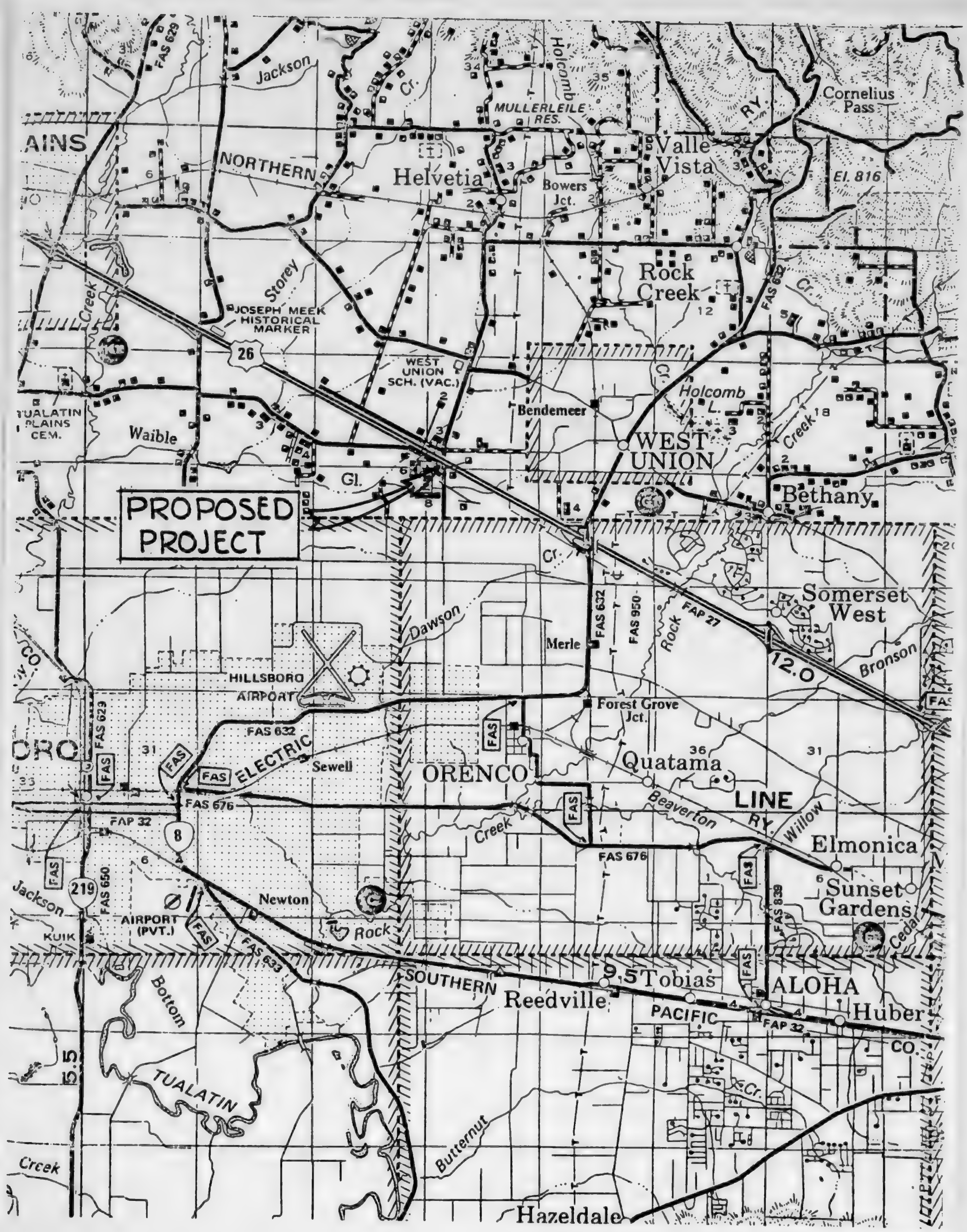
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☐ CLASS 2 (CATEGORICAL EXCLUSION)
☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project would provide a substantial capacity increase for this intersection. An E.A. is recommended to determine the significance of any growth inducing effects that may result.

OTHER DOCUMENTATION

Noise Study Report
Air Quality Report
Cultural Resources Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X JEF KAISER	653-3221	January 10, 1984


FAS 629
Jackson
Cr.
Holcomb
34
35
Cornelius Pass
MULLERLEILE RES.
RY.
AINS
NORTHERN
Helvetia
Valle Vista
Bowers Jct.
El. 816
Storey
Creek
Rock Creek
FAS 632
Cr.
JOSEPH MEEK HISTORICAL MARKER
26
WEST UNION SCH. (VAC.)
Holcomb L.
TUALATIN PLAINS CEM.
Waible
Bendemeer
WEST UNION
Creek
Bethany
Gl.
PROPOSED PROJECT
Cr.
Somerset West
Dawson
Merle
FAS 632
FAS 950
Rock
FAP 27
12.0
Bronson
HILLSBORO AIRPORT
Forest Grove Jct.
FAS 632
ORO
FAS 623
FAS
ELECTRIC
Sewell
ORENCO
36
Quatama
31
LINE
Beaverton
RY.
Willow
Elmonica
FAS 676
FAP 32
8
Creek
FAS 676
Jackson
219
FAS 650
AIRPORT (PVT.)
KUIK
Newton
Rock
FAS 839
Sunset Gardens
Cedar
FAS 633
Bottom
SOUTHERN
9.5
Tobias
Reedville
ALOHA
PACIFIC
FAP 32
Huber
CO.
15.5
TUALATIN
Cr.
Butternut
Creek
Hazeldale

1 Versteeg ✓
cy sent BN - cy Anderson
cy to Dist Adams
cy [illegible]
2 Edwards E
Terpin
3 Trout
cy Wakerlig

RECEIVED
APR 3 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

[illegible]

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME Helvetia Road Intersection			
HIGHWAY NAME Sunset Highway			HIGHWAY NUMBER 47
REGION 1	ADMINISTRATIVE DISTRICT	COUNTY Washington	CITY
LENGTH	MILEPOST NUMBER 61.06 TO	☒ RURAL	☐ URBAN
LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO	IF YES, UNIT OF GOVERNMENT		

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II, HES

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install a fully actuated, 5 phase signal system and modify the existing left turn lanes.

1 Versteeg ✓
Anderson
3 Adams
Sullivan
4

RECEIVED
[illegible] 01 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 15,000 24-hour, September 30, & Oct. 1, 1981	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH) 70	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. [illegible]
Location Engineer
Date 1-15-82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 12ft.	Same
SHOULDERS	Paved, 6ft inside 10ft outside	Same
MEDIANS	22 ft planted	same
PARKING LANES	None	Same
SIDEWALKS	None	Same
BIKEWAYS	None	Same
INTERCHANGES	None	Same
OTHER:	Grade crossing	Signals

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________________	☐	☒	☐
Stream ________________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type Phone

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

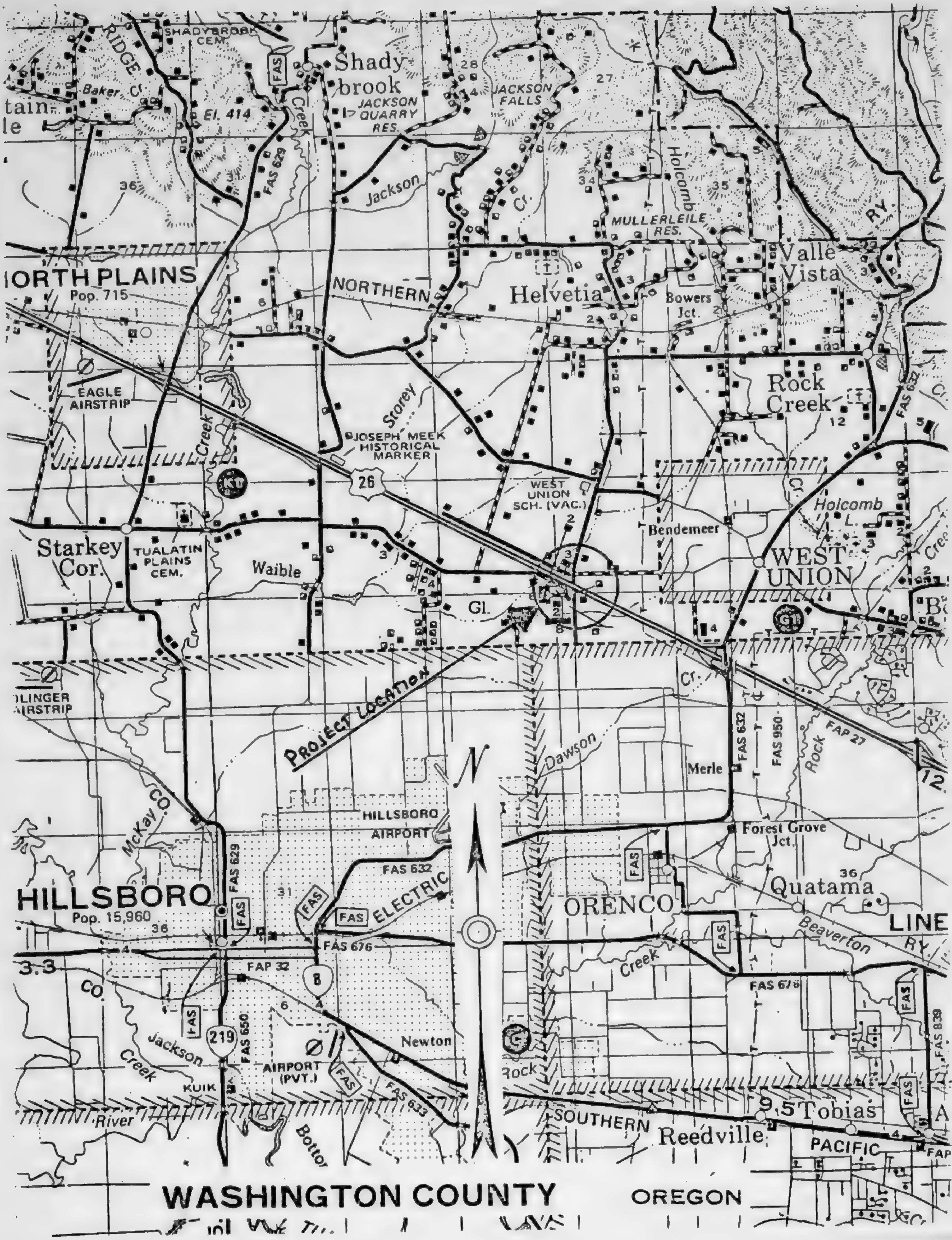
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,600	
RIGHT OF WAY		
TRAFFIC CONTROL	100,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	20,000	
OTHER		
ENGINEERING & CONTINGENCIES 13%	17,000	
PROJECT TOTAL	147,600	

SUBMITTED BY Edward L [illegible]


SHADYBROOK CEM.
RIDGE
Baker Cr.
El. 414
FAS
FAS 629
Creek
Shady brook
JACKSON QUARRY RES.
JACKSON FALLS
28
27
36
34
35
Jackson
Cr.
Holcomb
MULLERLEILE RES.
RY.
NORTH PLAINS
Pop. 715
NORTHERN
Helvetia
Bowers Jct.
Valle Vista
EAGLE AIRSTRIP
Storey
JOSEPH MEEK HISTORICAL MARKER
Rock Creek
FAS 632
12
26
WEST UNION SCH. (VAC.)
Bendemeer
Holcomb L.
Starkey Cor.
TUALATIN PLAINS CEM.
Waible
Gl.
WEST UNION
OLINGER AIRSTRIP
PROJECT LOCATION
Cr.
Dawson
FAS 950
Rock
FAP 27
Merle
N
McKay CO.
HILLSBORO AIRPORT
Forest Grove Jct.
HILLSBORO
Pop. 15,960
FAS 632
ELECTRIC
ORENCO
Quatama
LINE
Beaverton
FAS 676
FAP 32
8
Creek
FAS 676
CO.
Jackson Creek
219
FAS 650
AIRPORT (PVT.)
Newton
Rock
KUIK
FAS 633
FAS 839
River
Bottom
SOUTHERN
Reedville
9.5 Tobias
PACIFIC
FAP

WASHINGTON COUNTY OREGON

1984 Linn-Lane Co. Line-Calif. State Sec, Pacific & Eugene-Springfield Hwys. (Signing)

9877

May 9, 1989

CON 5 - 9877

The American Insurance Co.
Fidelity & Surety Dept.
PO Box 3825
Portland, OR 97208

Attn: John Elmgren

This is a follow-up to my letter of February 18, 1988, concerning release of final payment on Contract No. 9877 with R. A. Hatch Co. and Gaynetco, Inc., for work on the Linn/Lane County Line-California State Line Project.

Our Attorney has now approved release of the final payment to the joint venture and mailed to you as surety. This payment will be made after May 15, 1989.

If you have any questions, please call me at 378-6526.

Fran Neavoll
COMMISSION SERVICES

cc R. A. Hatch Co. and
Gaynetco, Inc.
PO Box 6179
Bend, OR 97708

Robert O'Halloran
Attorney at Law
1001 SW 5th Avenue
Portland, OR 97204

Weiss, DesCamp & Botteri
Attorneys at Law
2300 US Bancorp Tower
111 SW Fifth Avenue
Portland, OR 97204

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc Ken Husby
Bryant Jackmond
Tom Lulay
Highway Accounting Attn: Carolyn Meyer
James Gix
Cynthia Carter

FKN:br

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
9877

DATE: April 13, 1989

TO: Cindy Carter
Assistant Attorney General

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Linn/Lane County Line-
California State Line
Contract No. 9877

The final payment on this long ago completed contract is still being held in accordance with your memo of May 5, 1988. We need to clear our records and close the books on this contract.

I have attached what I believe to be the relevant correspondence on this matter. By letter of April 14, 1986, signed by principals of both of the joint venturers, we were instructed to make all future payments to the joint venture in care of the surety. This was affirmed by the surety by letter of July 31, 1986.

It would seem that the only avenue available to us is to issue the final payment made out to the joint venture and to mail that payment and final data to the surety.

Your advice in this matter will be appreciated.

OBJ:sw

Attachments

cc: Fran Neavoll

04101s

Bryant:
OK to make check out to joint venture. Be sure it gets mailed to the surety.

Cindy
from Bruce

RECEIVED
1
CONSTRUCTION SECTION
SPC ..... TC ...
FILE

734-2023 (2-85)

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
9877

DATE: April 13, 1989

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Assistant Attorney General

FROM: O. B. Jackmond
Contract Administration Engineer

O. B. Jackmond

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California State Line
Contract No. 9877

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Your advice in this matter will be appreciated.

OBJ:sw

Attachments

✓cc: Fran Neavoll

04101s

RECEIVED
[illegible]
COMM[illegible] [illegible]VICES
DEPARTMENT OF TRANSPORTATION

cc [illegible] 4-13-89

734-2023 (2-85)

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6986

May 5, 1988

Fran Neavoll
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

Re: Contract No. 9877

Dear Fran:

The above-referenced contract involved a joint venture between R. A. Hatch Co. and Gaynetco, Inc. The contract work has been completed but final payment has not been made. R. A. Hatch has signed all of its interest over to a surety company. The surety company has advised the Highway Division not to release any funds without its permission. Gaynetco is concerned about payment being made to Hatch.

A check with the Highway Accounting Section indicates the checks on this job have been made out to both Hatch and Gaynetco. There is an argument now over who is the controlling manager of the joint venture and the surety company is attempting to get the matter worked out.

No payment should be made on this contract until all three interested parties, R. A. Hatch, Gaynetco and the surety, have agreed in writing as to how the final check should be made out. If there are any questions please contact me before making payment.

Sincerely,

Cynthia A. Carter
Assistant Attorney General

CAC:gcw/6662G
cc: Bryant Jackmond, DOT

RECEIVED
[illegible]
CONSTRUCTION
SECTION

[✓ CE] ...... DAE ......
[✓ COE] ...... OM ......
[✓ OE] ......
CA ......
CAM ......
EEO ______
SPC ...... TC ......
SA ...... CC ......
FE ...... [✓ CP] ......
PGC ......
QCS ......
FILE ______

4/15/88

Jack,

In connection with the letter from Gaynetco dated 4/5/88 & the no response from surety of our 2/18/88 letter, Hwy Acctg & Constrn. are concerned that we are paying interest on the amt. held - Both have suggested we should give them a date we will release final unless the surety or J.V. instruct us otherwise - How long can we hold funds & keep paying interest?

Fran

PS. We have rec'd no assignment form.

gaynetco

1777 W. Maple #22
West Linn, OR 97068
(503) 655-4452

From
WEISS, DesCAMP & BOTTERI
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
2300 U S BANCORP TOWER
111 S W FIFTH AVENUE
PORTLAND, OREGON 97204

April 5, 1988

ATTN: Ms. Fran Neavoll

Department of Transportation
Transportation Building
Salem, Oregon 97310

Pursuant to your letter dated February 18, 1988 regarding the completion and final payment due for Contract #9877 awarded to R.A.Hatch Co/Gaynetco, Inc. Joint Venture, it should be noted that Mr. Robert Hatch and/or R. A. Hatch Company does not have legal authority to execute an assignment on behalf of the Joint Venture.

Any monies that are made by the Oregon Department of Transportation to any party without written authorization from me, as Managing Venturer, are paid at the State's peril. In addition, any purportedly final payment made on this project must be made with the understanding that both the Joint Venture and Gaynetco, Inc. reserve the rights to claims against the state on this project.

Sincerely yours,

GAYNETCO, INC.

Gaynet E. Duarte
President

CC: A.L.Gray

cc Constn
Hwy Acctg
Salles

Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

April 14, 1986

Oregon Department of Transportation
Accounting Office
Transportation Building
Salem, OR 97310

NOTED
RJ. HASLR

Attn: Jan Peterson

Re: Linn-Lane Co./California Line
Contract No. 9877

Gentlemen:

Please mail all checks or vouchers for payment due on the referenced contract to the undersigned, in care of Jon Elmgren, The American Insurance Co., at 2121 4th Avenue, Suite 1100, Seattle, WA 98121.

In accord with an agreement covering arrangement and forbearance made between the undersigned and The American Insurance Co., this direction is irrevocable. Therefore, please do not deviate from this direction unless you receive written consent to any change from The American Insurance Co.

We appreciate your cooperation.

Sincerely,

R.A. HATCH CO./GAYNETCO, INC.
A Joint Venture

Robert Hatch
Robert A. Hatch, President

Gaynet E. Melsheimer

RECEIVED
APR 1 6 1986
HIGHWAY ACCOUNTING

RAH/jrm
cc: Jon Elmgren

NOTED
F.R. GRIFFIN

CE ___ CAE ___ **RECEIVED** SPC ___ TC ___
COE ___ OM ___
OE ___
CA ___ AUG 4 1986
CAM ___
EEO ___
CONSTRUCTION SECTION
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

July 31, 1986

Cindy Carter, Attorney at Law
113 Transportation Building
Salem, OR 97310

RE:	OUR FILE NO:	HA864S-546572
	PRINCIPAL	R. A. Hatch Company, Gaynetco J. V.
	CONTRACT NO:	9877

Dear Ms. Carter:

You were previously provided with a Letter of Direction signed by both R. A. Hatch Company and Gaynetco asking that all further payments be forwarded to the American Insurance Co. Please process the payments due our principal and forward them to the American Insurance Co. in accordance with our principal's request.

Your prompt attention to this matter will be very much appreciated.

Sincerely,

THE AMERICAN INSURANCE CO.

Jon Elmgren
Sr. Surety Claims Specialist

JE:gv

cc: Allen Kilmer, Schrader, et.al.
Attn: Robert O'Halloran
1001 S.W. 5th Ave.
Portland, OR 97204

Department of Transportation
O. B. Jackmond, P.E.
Hiway Division, Construction Section
1158 Chemeketa Street N.E.
Salem, OR 97310

Bruce –

Discuss.

Bryant

8-5-86

Bruce –
Attach a copy of this letter to next estimate.
Bryant

9877

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9877

TO: Commission Services

DATE: February 8, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9877, On Site Work Substantially Completed June 24, 1986

All Work Completed December 15, 1987

Project Linn/Lane Co. Line - California State Line

Highway Pacific and Eugene - Springfield

County Lane, Jackson, Douglas, and Josephine

Type of Work Signing

Contractor R. A. Hatch Co. & Gaynetco, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-18-88 Surety ltr. sent.

RECEIVED
FEB 10 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

January 27, 1988

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

CON 5 - 9831, 9854,
9855, 9944,
9935 & 9953

Attention: Robert L. O'Halloran

As requested in your letter of January 21, 1988, I am attaching the official documentation showing the formal acceptance of the various R. A. Hatch Co.; Roadway/Hatch Joint Venture Projects. As you will note, I have highlighted the specific project.

Contract No. 9877 with R. A. Hatch Co. & Gaynetco, Inc., has not been accepted by the State. It was completed on December 15, 1987.

Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co. for the Beaverton-Tigard Hwy. Interchange has not been completed or accepted.

Contract No. 9864 is with Dirt and Aggregate Interchange, Inc. for The Dalles-California Highway Guardrail Project in Wasco County. Contract No. 9004 is with Marion Construction Co., Inc. for work in Silver Falls State Park in Marion County. Since these two contracts were not with Hatch/Roadway, we did not provide the acceptance information. If you do need them, let me know and we will provide that documentation.

Please let me know if I can provide any further information.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

Atts.

Delegated authority reports sent showing Schwartz acceptance of Contract Nos. 9831, 9854, 9855, 9944, 9935 and 9953.

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

FACSIMILE 503-222-5290 (Portland)
503-484-9779 (Eugene)

JANIE M. BURCART
CHRISTOPHER T. CARSON*
BARRY W. DOD*
DAVID A. DRAPELA*
GEORGE V. EIGHMEY
JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

January 21, 1988

Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Building
Salem, OR 97310

Re: The American Insurance Company; R.A. Hatch Co.; Roadway/Hatch Joint Venture Projects

Dear Ms. Neavoll:

You may recall that I represent The American Insurance Company, surety for R.A. Hatch Co. or Roadway/Hatch joint venture on various Oregon State Highway Department projects.

The purpose of this letter is to request some information that will assist us in evaluating possible remaining bond claim exposure with respect to various projects.

I request that you provide me with the date on which each of the following projects was formally accepted by OSHD (and, if it exists, a copy of whatever document reflects the date of formal acceptance):

1. OSHD 9831; 10-4-85
2. OSHD 9854 (NW Kittridge-NW 31st, Portland); 1-12-87
3. OSHD 9855 (Powell-Heiney Road); 1-15-87
4. OSHD 9865 (Beaverton/Tigard 217 Highway Interchange); - acceptance

---

? 5. OSHD 9864; ?, [illegible]

6. OSHD 9877. not accepted

7. OSHD 9944 (Ladd Canyon); 8-25-86

8. OSHD 9935 (Tigard-Willamette River); 1-30-87

? 9. OSHD 9004; and ?.

10. OSHD 9953 (Sunset-Pacific Coast Highway 217 Overlay). 12/18/87

As always, if there is any charge for the copying of any documents please advise and I will arrange for payment. I appreciate your continued cooperation and assistance.

Very truly yours,

Bob O

Robert L. O'Halloran

RLO/me

cc: The American Insurance Company

RECEIVED
JAN 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9877.

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 12-91

PROJECT REPORT NUMBER

MODIFICATION NUMBER 5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-11-87

Form Approved; O M B No. 04-R2089

State Oregon

County Josephine, Linn, Lane, Douglas, & Jackson

Project Number IR-5-1(107)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,313,573	$ 1,318,609
Federal funds	$ 1,211,376	$ 1,216,020
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of DEC, 19 87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 8, 1987

FEDERAL AID PROJECT NO. IR-5-1(107)00

LINN/LANE COUNTY LINE-CALIFORNIA STATE LINE SECTION
PACIFIC AND EUGENE-SPRINGFIELD HIGHWAYS
LANE, DOUGLAS, AND JACKSON COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SIGNING (M.P. 0.00 TO M.P. 207.00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Type AA Signs in Place		$ 16.97	12,608.26	$ 213,962.11	12,905	$ 218,997.85
				$ 213,962.11		$ 218,997.85

Increase	$ 5,035.74
Subtotal from estimate of August 28, 1987	1,060,177.86
Subtotal	$1,065,213.60
Engineering	123,458.40
Total	$1,188,672.00

RETAIN IN RESERVE

Total as on estimate of September 28, 1987	$ 129,937.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Signing	044	$ 1,188,672.00	$ 1,096,193.00	$ 92,479.00
Reserve	044	129,937.00	119,827.00	10,110.00
Total		$ 1,318,609.00	$ 1,216,020.00	$102,589.00

Group 1: 100%
Contract No. 9877
Prefix: 620-1904 (PE)
Prefix: C09877
F03225
RLC:bkw

9877

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 9-14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County LANE, DOUGLAS & JACKSON
PROJECT REPORT NUMBER	8-31-87	Project Number IR-5-1(107)000
MODIFICATION NUMBER 4		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,302,623	$ 1,313,573
Federal funds	$ 1,201,278	$ 1,211,376
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31St day of AUG, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph M. Speight for

Manager, Program Section
(Title)

BX FOR: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

Oregon State Highway Division
Salem, Oregon August 28, 1987

Federal-Aid Project No. IR-5-1(107)000

Linn-Lane County Line-California State Line Section
Pacific & Eugene-Springfield Highways
Lane, Douglas &Jackson Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Signing (M.P. 0.00 to M.P. 207.00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Type "AA" Signs in Place	Sq. Ft.	$16.97	11,963	$203,012.11	12,608.26	$213,962.11
				$203,012.11		$213,962.11

	Increase	$ 10,950.00
SUBTOTAL as on Estimate of June 10, 1987, including engineering		1,172,686.00
	Total	$1,183,636.00

Retain in Reserve

TOTAL as on Estimate of June 10, 1987	$129,937.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Signing	044	$1,183,636.00	$1,091,549.00	$ 92,087.00
Reserve	044	129,937.00	119,827.00	10,110.00
TOTAL		$1,313,573.00	$1,211,376.00	$102,197.00

SubJob 010: 0%; SubJob 011: 100%
Contract No. C09877
Prefix: C620-1904 (P.E.)
Prefix: C09877
Prefix: F03225

DDB:pf

– 9277

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER ~~11-922~~ 6-296	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine, Linn, Lane, Douglas & Jackson
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 3		Project Number IR-5-1(107)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,296,124.00	$ 1,302,623.00
Federal funds	$ 1,195,284.00	$ 1,201,278.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of JUN, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

Oregon State Highway Division
Salem, Oregon   June 10, 1987

Federal-Aid Project No. IR-5-1(107)00

Linn/Lane County Line-California State Line Section
Pacific and Eugene/Springfield Highways
Lane, Douglas and Jackson Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Signing (MP 0.00 to MP 207.00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Type AA Signs in Place	$16.97	11,580	$196,512.60	11,963	$203,012.11
			$196,512.60		$203,012.11

Increase	$ 6,499.51
Subtotal from Estimate of November 17, 1986	1,042,728.35
Subtotal	$1,049,227.86
Engineering	123,458.00
Total	$1,172,686.00

RETAIN IN RESERVE

Total as on Estimate of September 28, 1984 $ 129,937.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Signing	044	$1,172,686.00	$1,081,451.00	$ 91,235.00
Reserve	044	129,937.00	119,827.00	10,110.00
TOTAL		$1,302,623.00	$1,201,278.00	$101,345.00

Group 1 = 100%
Contract No. 9877
Prefix: 620-1904 (PE)
Prefix: C09877
F03225

RLC:me

9877

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved: OMB No. 2125-0529 Exp. Date 8/31/85
MONTHLY TRANSACTION NUMBER 11-322	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County Josephine & Linn + LANE, DOUGLAS & JACKSON
MODIFICATION NUMBER 2		Project Number IR-5-1(107)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,260,826.00	$ 1,296,124.00
Federal funds	$ 1,162,732.00	$ 1,195,284.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of NOV, 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon November 17, 1986

Federal-Aid Project No. IR-5-1(107)00

LINN/LANE COUNTY LINE-CALIFORNIA STATE LINE SECTION
PACIFIC AND EUGENE-SPRINGFIELD HIGHWAYS
LANE, DOUGLAS AND JACKSON COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
SIGNING (MP 0.00 to MP 207.00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Type AA Signs In Place	$ 16.97	9,500	$161,215.00	11,580	$196,512.60
SUBTOTAL			$161,215.00		$196,512.60

Increase	$ 35,297.60
SUBTOTAL from Estimate of September 12, 1985	1,007,430.75
Subtotal	$1,042,728.35
Engineering	123,458.65
Total	$1,166,187.00

RETAIN IN RESERVE

TOTAL as on Estimate of September 28, 1984	$ 129,937.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Signing	044	$1,166,187.00	$1,075,457.00	$ 90,730.00
Reserve	044	129,937.00	119,827.00	10,110.00
TOTAL		$1,296,124.00	$1,195,284.00	$100,840.00

Group 1: 100%
Contract No. 9877
Prefix: 620-1904 (PE)
Prefix: C09877

RLC:pf

7-11

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 11-43
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State: Oregon
County: Lane, Douglas, & Jackson
Project Number: IR-5-1(107)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,240,395	$ 1,260,826
Federal funds	$ 1,143,891	$ 1,162,732
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: L.W. Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 1 0 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 12, 1985

FEDERAL AID PROJECT NO. IR-5-1(107)00

LINN/LANE CO. LINE-CALIFORNIA STATE LINE CO.
PACIFIC AND EUGENE-SPRINGFIELD HWY.
LANE, DOUGLAS, AND JACKSON COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SIGNING M.P. 0.00 to M.P. 207.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Type M and R Signs in Place (PA #3A)	$ 9.50		$	1,000	$ 9,500.00
Wood Sign Post (PA #7A)				All Required	1,532.00
Reinstall Exist Signs (PA #9A)				All Required	9,325.00
					$20,357.00

Increase	$ 20,357.0
Subtotal from estimate of September 28, 1984	987,073.7
Subtotal	$1,007,430.7
Engineering	123,458.2
Total	$1,130,889.0

RETAIN IN RESERVE

Pacific Power & Light	All Required	$ 500.0
Additional Sign Revisions	All Required	85,000.0
Torque Bolts on Sign Supports	All Required	20,000.0
Replace Damaged Type "C" & "D" Signs	All Required	10,000.0
	Subtotal	$ 115,500.0
	Engineering	14,437.0
	Total	$ 129,937.0

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Signing	$ 1,130,889.00	$ 1,042,905.00	$ 87,984.00
Reserve	129,937.00	119,827.00	10,110.00
Total	$ 1,260,826.00	$ 1,162,732.00	$ 98,094.00

Group 1: 100%
Contract No. 9877
Prefix: 620-1904 P.E.
Prefix: C09877

RLC:bkb

9877

ATE COPY

TO BE COMPLETED BY FHWA 10-84	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Lane, Douglas, Jefferson, Jackson PROJECT NO. IR-5-1(107)00

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Linn Co. Line - California State Line

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-27-84	0.0

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 1,240,395.00	FEDERAL FUNDS $ 1,143,891.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 1 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 28, 1984

FEDERAL AID PROJECT NO. IR-5-1(107)00

LINN/LANE CO. LINE-CALIFORNIA STATE LINE SEC.
PACIFIC AND EUGENE-SPRINGFIELD HIGHWAYS
LANE, DOUGLAS, JOSEPHINE AND JACKSON COUNTIES

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SIGNING (M.P. 0.00 to M.P. 207.00)

Mobilization	Lump Sum	All	Lump Sum	$ 56,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,375.00
Temporary Signs	Sq. Ft.	329	4.25	1,398.25
Temporary Barricades	Each	4	25.00	100.00
Temporary Plastic Safety Markers	Each	30	36.00	1,080.00
Sequential Arrow Signs	Each	1	2,500.00	2,500.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	4,400.00
Wood Sign Posts	Lump Sum	All	Lump Sum	500.00
Sign Support Footings	Lump Sum	All	Lump Sum	41,605.00
Structure Mounts	Lump Sum	All	Lump Sum	2,068.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	25,168.00
Single Post Breakaway Sign Supports	Lump Sum	All	Lump Sum	222.00
Breakaway Sign Supports	Lump Sum	All	Lump Sum	19,861.00
Type "AA" Signs in Place	Sq. Ft.	9,500	16.97	161,215.00
Type "BB" Signs in Place	Sq. Ft.	3,550	18.77	66,633.50
Type "F" & "G" Signs in Place	Sq. Ft.	75	9.50	712.50
Type "U" & "V" Signs in Place	Sq. Ft.	100	18.00 11.50	1,150.00
Type "AA" Overlay Signs in Place	Sq. Ft.	30,200	16.48	497,696.00
Type "BB" Overlay Signs in Place	Sq. Ft.	2,900	17.94	52,026.00
Type "C" & "D" Overlay Signs in Place	Sq. Ft.	3,950	11.13	43,963.50
Sign Illumination Equipment	Lump Sum	All	Lump Sum	4,400.00
		SUBTOTAL		$ 987,073.75
		Engineering		123,384.25
		TOTAL		$1,110,458.00

Length of Project ------------------ 0.0 miles

Retain in Reserve			
Pacific Power & Light	All Required		$ 500.00
Additional Sign Revisions	All Required		85,000.00
Torque Bolts on Sign Supports Not Under Contract	All Required		20,000.00
Replace Damaged Type "C" & "D" Signs	All Required		10,000.00
		SUBTOTAL	$115,500.00
		Engineering	14,437.00
		TOTAL	$129,937.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Signing	$1,110,458.00	$1,024,064.00	$86,394.00
Reserve	129,937.00	119,827.00	10,110.00
TOTAL	$1,240,395.00	$1,143,891.00	$96,504.00

Group 1: 100%
Contract No. 9877
Prefix: 620-1904 P.E.
Prefix: 620-1093

CL:pf

9877

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9877

TO: Doug Goldbach
Controller

DATE: August 27, 1987

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Oregon Department of Revenue Garnishment
R. A. Hatch Co./Gaynetco, Inc., JV
Contract No. 9877

Attached is a copy of the Notice of Garnishment filed with the Department of Transportation by the Oregon Department of Revenue against R. A. Hatch Co./Gaynetco, Inc.

The only funds currently being held by the Highway Division relative to this joint venture contractor are $10,000.00 in cash retainage on Contract No. 9877. On July 24, 1987, I sent a letter by certified mail to the joint venture contractor directing them to pay the amount claimed by the Oregon Department of Revenue within 14 days. A copy of this letter is enclosed for your information. This letter was received by R. A. Hatch Co./Gaynetco, JV on July 30, 1987.

R. A Hatch Co./Gaynetco, JV has not responded to my letter as of this date. Will you therefore proceed to pay the Oregon Department of Revenue the amount claimed and deduct that amount from the contract retainage being held on Contract No. 9877. Please note that interest is due to the Department of Revenue from March 25, 1987 until paid.

OBJ:mk

Attach.

cc: Commission Services (Fran Neavoll) ✓
Contract Payments (Bruce Walton)

08266m

NOTED ON CARD
9/24/87

81-125-1387

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

5

RECEIVED
STATE HWY ENGR
MAY 20 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CON 5
9877

May 8, 1987
May 18, 1987 -- Second copy sent certified mail.

R. A. Hatch/Gaynetco, Inc., JV
P. O. Box 6179
Bend, OR 97708

Re: Contract Claim Meeting
Linn/Lane County Line-California State Line
Contract No. 9877
FAP No. IR-5-1(107)00

This is to affirm the results and findings of our meeting with you on February 19, 1987, and our follow-up review.

Your claim for additional compensation and your request for additional contract time was hand-delivered to our Project Manager's office on December 8, 1986. The Second Notification on this contract was dated May 15, 1986, and mailed to you on June 24, 1986. You contend that you did not receive the mailing of June 24, 1986. A representative of your firms was advised by phone in August, 1986, that the Second Notification had been issued and mailed and a second copy was mailed to you on August 19, 1986.

As you were informed at our meeting of February 19, 1987, we cannot consider your claim for additional compensation on this project due to its late submittal. The contract provisions, Section 109.05 of the Standard Specifications, states that all claims for additional compensation will be submitted within 90 days of the date of the Second Notification. Your claim for additional compensation was received on December 8, some 191 days after the Second Notification and some 111 days after your representative was informed and a second copy of the Second Notification was mailed.

We also discussed the matter of contract time at our meeting of February 19, 1987, with you. There were three requests for adjustment of contract time submitted on this project on the required form and with consent of surety. The first request was received on February 28, 1985, and requested an additional 62 calendar days due to an increase in the square footage of signs and added sign support footings. This request was granted.

The second request was received on July 10, 1985, and requested an additional 92 calendar days of contract time due to the same changes covered by the first request and "changes to over 50 percent of the original contract work (including two force account orders) requiring additional time to complete the project". This second request was initially denied due to its duplication of the first request and due to the vagueness of the latter part of the request. You were subsequently informed that the second time adjustment request would be considered.

At this point, some apparent misunderstanding occurred concerning this second time adjustment request. A representative of your firm (Gay) advised the Project Manager's office by phone to hold the request until the supporting data was submitted. The support data was never received and the request was not acted upon. We will consider this second request and our findings are given later in this letter.

The third request for adjustment of contract time was received on October 1, 1986, and requested a time adjustment of "not less than 6 months" and stated that "Documentation is being prepared and will be filed at a later date along with the claim for additional charges". This request was rejected and denied on October 6, 1986, due to the fact that it did not meet the contract requirements for adjustment of contract time. This request has never been resubmitted nor has the "documentation" of delays claimed ever been submitted. The third request for adjustment of contract time is denied since it does not comply with the provisions of Section 108.09 of the contract provisions.

A review of the second request for adjustment of contract time indicates that some additional contract time is warranted. The amount of additional time and the reasons are listed below:

a. 12 calendar days for added sign square footage and sign support footings not included in time adjustment No. 1.

b. 10 calendar days for additional wood post sign supports.

c. 32 calendar days due to late return of shop drawings.

A contract time adjustment of an additional 54 calendar days is therefore granted under time adjustment request No. 2.

The adjusted contract time of completion of this contract is 416 calendar days. There remains 144 calendar days of liquidated damages under this contract.

The third request for adjustment of contract time and your claim for additional compensation cannot be considered since they do not comply with requirements of the contract agreement.

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

for

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

OBJ:mk

cc: R. A. Hatch/Gaynetco, Inc., JV
PO Box 20955
Portland, OR 97230

bc: ✓W. E. Schwartz
Jim Gix
John Read
FHWA
Bruce Walton

05011m

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: O. B. Jackmond
Contract Administration Engineer

DATE: April 14, 1987

FROM: Bob Aldrich Bob
Region Construction Engineer

SUBJECT: Linn/Lane County Line-Calif. State Line
Contract No. 9877
Time Extension

Attached are a copy of the Contractor's Request for Adjustment of Contract Time, plus an analysis done by Chuck Godfrey, and recommendations by John Read. As you remember, this was somehow lost or maybe not acted upon because of some verbal conversations between the project manager's office and the contractor. Anyway, with that behind us, on to business.

The first three items were evaluated based on the previous time extension and the additional work required beyond that time extension. I concur with the recommendations by the project manager, that being 22 additional days.

I agree with Item 4 which would be recommending an additional 32 days for delay in returning shop drawings.

Items 5 and 6 - there should be no additional time granted because work was running concurrently with Item 5. Item 6 - the contractor did not perform any work and state forces finished this work.

In total, I would recommend to you that the contractor be granted 54 additional days out of his requested 90 days.

ba/sh
Attach

cc: J. Read

4-30-87

W. E. Schwartz -

I concur with Region & Project Manager and recommend a 54 C.D. time extension for request No. 2.

O. B. Jackmond

CE ___ CAE J
COE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___

RECEIVED
APR 15 1987
CONSTRUCTION SECTION

SPC ___ TC ___
SA ___ CC ___
FR ___ CP ___
FQC ___
QCS ___
FILE ___

1-128-1387

9877

w

March 19, 1987

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys & Counselors
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

As requested in your letter of February 27, 1987, we are attaching information on the status of Contracts 9594, [redacted], 9865, 9855, 9854, 9944, 9953, and 9935 as provided by our Construction Office.

If you have any questions concerning this information, please contact Bruce Walton. His number is 378-6594.

Fran Neavoll
COMMISSION SERVICES

bk

Attachment

bc: Bruce Walton

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

CHRISTOPHER T. CARSON*
GEORGE V. EIGHMEY
GEORGE J. HIBBERT
FRED L. KOPATICH
JAMES P. LAURICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

PLEASE REPLY TO PORTLAND OFFICE

February 27, 1897

Ms. Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Re: The American Insurance Company; R. A. Hatch Co., Roadway/Hatch Joint Venture

Dear Ms. Neavoll:

As you know, I represent The American Insurance Company.

On behalf of The American, I am trying to determine the status and the amounts of contract balances and retainage held by the Oregon State Highway Department on the following projects for which The American posted payment and performance bonds on behalf of R. A. Hatch Co., or Roadway/Hatch, Joint Venture:

1. OSHD 9594, Banfield 39th - 87th Avenue (we have submitted a request for release of retainage together with the consent of the contractor, and I understand that Mr. Jackmond is currently considering it);
2. OSHD 9877, Linn/Lane, California State Line;
3. OSHD 9865, Beaverton/Tigard Highway;
4. OSHD 9855, Powell-Heiny Road (I have received an assignment executed by R. A. Hatch Co. as managing partner of the Joint Venture and will forward it to you under separate cover in order to effect the release of the remaining proceeds);

5. OSHD 9854, Kittridge - 31st Avenue;

6. OSHD 9944, Ladd Canyon;

7. OSHD 9953, Sunset-Pacific Coast Highway;

8. OSHD 9935, Tigard/Willamette River.

I would appreciate it if you could provide me with this information at your very earliest convenience. Please call if you have any questions.

Very truly yours,

Bob O'H

Robert L. O'Halloran

770

cc: The American Insurance Company

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jan Henny for info
Referred to Walton

Status of Contracts

Contract 9594 will be addressed by O. B. Jackmond by separate letter.

Contract 9877 - Contractor must provide additional documentation before final payment can be made. We are holding $10,000.00 in retainage.

Contract 9865 - Contractor must provide additional documentation before final payment can be made. We are holding $145,000.00 in retainage.

Contract 9855 - The final pay estimate was prepared 1-14-87. Contractor must sign and return information to receive final payment.

Contract 9854 - Final pay estimate was prepared 1-9-87. Contractor must sign and return to receive final payment.

Contract 9944 - Contractor was paid in full 8-22-86.

Contract 9953 - Holding $74,744.91 until USDOL Labor Complaint has ben resolved.

Contract 9953 - Final pay estimate prepared 1-29-87. Contractor must sign and return to receive final payment.

1871

N

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

PROJECT NAME (SECTION) Linn/Lane County Line - California State Line		WEEK ENDING 11/29/86
		CONTRACT NO 9877
HIGHWAY Pacific & Eugene/Springfield	COUNTY Various	F A PROJECT NO IR-5-1(107)00
CONTRACTOR R.A. Hatch/Gaynetco	KIND OF WORK Signing	DATE OF AWARD 08/17/84

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 1,240,396.47	AUTHORIZATION	$ 88,206.90
		COST THIS WEEK	$ 140.00
ESTIMATED PROJECT COST	$ 1,247,188.10	TOTAL TO DATE	$ 107,505.00
ESTIMATED PERCENT OVERRUN/~~UNDERRUN~~	0.5 %	PERCENT OF AUTHORIZATION	121 %

FIRST NOTIFICATION DATE: 10/25/85

ESTIMATED DATE OF COMPLETION, OR: 05/29/86

SECOND NOTIFICATION DATE AND: 08/21/86

ESTIMATED SEMIFINAL SUBMITTAL DATE: 10/10/86

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
ALL	/ /	0	0.0	0	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	0	0

ACTIVITIES THIS WEEK:

Contract work complete.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Final weekly report.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) John Read John Read

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

9877

October 7, 1986

CON 5 - 9877

C and S Equipment
P. O. Box 404
Sweet Home, OR 97386

We have received your note of September 30, 1986 inquiring when you could expect payment on a claim you filed against R. A. Hatch Co. and Gaynetco, Inc., on Contract No. 9877, Linn/Lane County Line-California State Line Section.

The State does not make payments to claimants. Under Oregon law, we can file the claim with the Secretary of State, which we have done. We would suggest that you contact the surety, whose address is provided on our May 16, 1986 letter.

In checking our files, we note correspondence from the Seattle office of American Insurance Company. You may wish to call Jon Elmgren of American Insurance Company, 2121 4th Avenue, Suite 1100, Seattle, WA 98121 and he may be able to help you.

We are sorry we cannot be of further assistance.

George Bell
Assistant Director

FKM:azm

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

IVED
WY ENGR
AUG 19 '86
REFER TO
FOR
Info | Invc | R/D | D/R | Sign | Act | File
In Reply Refer to File No.:

CON 5
9877

August 19, 1986

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth, Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Ave.
Portland, OR 97204

Attn: Robert O'Halloran

NOTED
W. E. SCHWARTZ

Re: R. A. Hatch Co./Gaynetco, J.V.
Linn-Lane County/California Line
Contract No. 9877

Your letter of August 7, 1986, has been referred to me for response. You state in your letter that The American Insurance Company, surety on the above contract, formally requests an extension of contract time on this contract.

This is to advise you that the Oregon Transportation Commission has a contract with R. A. Hatch/Gaynetco, J.V., for this project. The contract has not been assigned to the surety in accord with the contract provisions. Any request for contract time extension, or any other contractual matter, must come from the contractor of record, in this case, R. A. Hatch/Gaynetco, J.V.

For your information, there are contract provisions covering the adjustment of contract time contained in Section 108.09 of the contract Standard Specifications. Contract time will be subject to adjustment at the written request of the contractor and the request shall be on a form provided by the Division. Any request for adjustment of contract time is considered in strict accord with the provisions and requirements of Section 108.09 of the contract Standard Specifications.

Appropriate consideration will be given to requests for adjustment of contract time that are received from the contractor of record on this contract.

O B Jackmond
O. B. Jackmond, P.E.
Contract Administration Engineer

cc: R.A. Hatch/Gaynetco, J.V./attach.
Jim Gix/attach.
John Read/attach.
Jack Sollis/attach.

OBJ:mk

08192m

XC - W E Schwartz

734-2023 (2-85)

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.
*ALSO ADMITTED IN WASHINGTON

CHRISTOPHER T. CARSON*
GEORGE V. EIGHMEY
GEORGE J. HIBBERT
FRED L. KOPATICH
JAMES P. LAURICK
ROBERT L. O'HALLORAN
THOMAS F. SPAULDING
LYNNIA K. WOODS

August 7, 1986

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: R.A. Hatch Co./Gaynetco, JV; Linn-Lane County/California Line; Contract No. 9877

Gentlemen:

This office represents The American Insurance Company, the surety for the contractor on the above-referenced project. On behalf of The American's principal, The American hereby formally requests an extension of contract time to account for the extra work, delays, and disruption to the project resulting from the numerous change orders issued by ODOT. On behalf of its principal, The American hereby demands remission of the liquidated damages assessed on the project bu ODOT.

The backup documentation in support of this claim for extension of time and for remission of liquidated damages will be forthcoming under separate cover. If you have any specialized forms for this purpose, of if there are particular types of documentation which you request, please advise at your earliest convenience.

Very truly yours,

Bob O'H

Robert L. O'Halloran

RLO/me
cc: Jon Elmgren
Ross Engle
Wayne Anderson
Levi J. Smith
Arnold R. Gray

CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___

RECEIVED
AUG 14 1986
CONSTRUCTION SECTION

SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

RECEIVED
STATE HWY ENGR
AUG 12 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

9877

gaynetco

August 18, 1986

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: George Bell

Dear Mr. Bell,

This letter will respond to your request for information on insurance coverage for Contract #9877.

Evidently you had never received the proper information regarding the expiration date of the policy for this project. I am enclosing the notice we just received from our insurance carrier noting that this policy expires on 8/31/86. It will not be necessary to renew, of course, since this project has been completed.

Sincerely yours,

GAYNETCO, INC.

Gaynet E Mel

Gaynet E. Melsheimer
President

GEM:me

RECEIVED
AUG 20 1986
COMMISSION SERVICES
[illegible]

GAYNETCO, INC.
16675 S.E. BUSH
PORTLAND, OR 97236

[redacted] [redacted] [redacted]

STAMM STUART BYBEE INS. MGMT., INC.
16455 S.E. DIVISION, PORTLAND OR 97236
PHONE: (503) 760-1030

August 13, 1986

Gay Melsheimer
16675 Se Bush
Portland OR 97236

Re: Policy# SP-587JG3214 (LIABILITY JOINT VENTURE)
Effective August 31, 1985 to August 31, 1986

THE JOINT VENTURE LIABILITY POLICY FOR YOU AND R A HATCH EXPIRES 8/31/86. WE WILL LET THIS EXPIRE UNLESS WE HEAR FROM YOU TO THE CONTRARY. THANKS.

Sincerely,

STAMM STUART BYBEE INSURANCE MGMT., INC.

PAM FOR SED STUART

P/pe

RECEIVE

RECEIVED
AUG 14 1986

9877

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.
CON 5
9877

DATE: August 18, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-1(107)00

Contract 9877, Work Completed May 15, 1986

Project Linn/Lane County Line-California State Line

Highway Pacific and Eugene-Springfield

County Lane, Jackson, Douglas and Josephine

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 5-6-86
2B

for Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
AUG 25 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
LARRY RULIEN

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
AUG 19 1986
OREGON DIVISION

734-2023 (2-85)

9877

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.
*ALSO ADMITTED IN WASHINGTON

CHRISTOPHER T. CARSON*
GEORGE V. EIGHMEY
GEORGE J. HIBBERT
FRED L. KOPATICH
JAMES P. LAURICK
ROBERT L. O'HALLORAN
THOMAS F. SPAULDING
LYNNIA K. WOODS

August 7, 1986

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: R.A. Hatch Co./Gaynetco, JV; Linn-Lane County/California Line; Contract No. 9877

Gentlemen:

This office represents The American Insurance Company, the surety for the contractor on the above-referenced project. On behalf of The American's principal, The American hereby formally requests an extension of contract time to account for the extra work, delays, and disruption to the project resulting from the numerous change orders issued by ODOT. On behalf of its principal, The American hereby demands remission of the liquidated damages assessed on the project bu ODOT.

The backup documentation in support of this claim for extension of time and for remission of liquidated damages will be forthcoming under separate cover. If you have any specialized forms for this purpose, of if there are particular types of documentation which you request, please advise at your earliest convenience.

Very truly yours,

Robert L. O'Halloran

RLO/me
cc: Jon Elmgren
Ross Engle
Wayne Anderson
Levi J. Smith
Arnold R. Gray

RECEIVED
STATE HWY ENGR
AUG 12 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

Orig. to
8/14

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(107)00

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 30, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Linn/Lane Co. Line - California State Line

11. GENERAL DESCRIPTION OF WORK

Torque bolts on sign supports and clear debris from breakaway footings

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/10/86 as requested in Mr. Fredrickson's letter of 6/9/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $3,000; Federal Funds $2,766.

RECEIVED
STATE HWY ENGR
JUN 24 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 6/23/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(107)00

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane, Douglas Josephine & Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40125

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 4, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Linn County Line - California State Line

11. GENERAL DESCRIPTION OF WORK
Sampling and testing of sign reflector buttons

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/4/86 as requested in Mr. Fredrickson's letter of 5/21/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $1,500; Federal Funds $1,383.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL OH Christianson

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(107)00

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas, Jackson Josephine & Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40125

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 7, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Linn County Line - California State Line

11. GENERAL DESCRIPTION OF WORK
Modify legends on five signs and furnish one sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/7/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $3,700; Federal Funds $3,412.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1884

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

May 27, 1986
IN REPLY REFER TO
HFO-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-HES-21-2(20)
Sheep Creek Ridge
State Force Order No. 1
Contract No. 9884

The subject State Force Order is being returned without approval. The engineering work identified does not meet the criteria agreed upon between our offices for such a transfer, but is merely a refinement of the project design to adapt the contracted work to the specific project site conditions. This type of engineering work is common to most construction projects.

Only major redesign efforts will be considered under the transfer policy.

Sincerely yours,

G.K. Hassner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const) w/SFO No. 1
and enclosures
FHWA HAM.3-OR w/cy ltr OSHD to FHWA (5-20-86)

RECEIVED
STATE HWY ENGR
MAY 28 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

WES
TAA
Orig. to
5/29

1277

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

May 27, 1986
IN REPLY REFER TO
HFO.3-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-5-1(107)100
Linn/Lane Co. Line - California State Line
State Force Order No. 9

The subject State Force Order is being returned without approval. The addition of destinations to a supplemental guide sign in advance of an interchange to which they do not actually apply is not in conformance with the requirements of the MUTCD and cannot be approved.

This situation is the same as the recent proposal to add Foster Lake to a supplemental sign south of the Diamond Hill Interchange which was also denied. Likewise, the addition of "Ocean Beaches" and "North Bend" to the existing supplement sign as proposed would result in having three destinations on the sign, which is also in conflict with the recommendations of the MUTCD and cannot be approved for funding nor installation.

Sincerely yours,

G. K.
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const) w/ SFO No. 9
FHWA HAM.3-OR w/cy ltr OSHD to FHWA 5/21/86)

RECEIVED
STATE HWY ENGR
MAY 28 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

WES
TAA
Orig. to
5/29

CL 1986-0207

Department of Transportation

VICTOR ATIYEH
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 16, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9877

L. D. McFarland Company Limited
dba McFarland Cascade
P.O. Box 1496
Tacoma, WA 98401-1496

We have received your letter dated April 23, 1986, and invoice filing a claim against the following Highway Division contract:

FILED BY:	L. D. McFarland Company, Limited dba McFarland Cascade
AMOUNT:	$2,205.40
FOR:	Work on guardrail installation
AGAINST (PRIME CONTRACTOR):	R. A. Hatch Co. and Gaynetco, Inc.
CONTRACT:	9877
PROJECT:	Linn/Lane County Line-California State Line Section, Pacific and Eugene-Springfield Highways
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

**ORIGINAL SIGNED
ROBERT W. GORMSEN**

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co. and
Gaynetco, Inc. a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

RECEIVED
MAY 22 1986
COMMISSION SERVICES

NOTED ON CARD

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

6-10-86 cc

[illegible]

McFarland Cascade
Post Office Box 1496 • Tacoma, WA 98401-1496
Tacoma: (206) 572-3033 • WA WATS: (800) 521-2131
Seattle: (206) 624-6941 • U.S. WATS: (800) 426-8430
Telex: 32-7479 CP&P TAC

NOTICE OF CLAIM OF LIEN OF MATERIALMAN OR SUB-CONTRACTOR AGAINST BOND OF CONTRACTOR ON PUBLIC WORK AND AGAINST TRUST FUND RESERVED BY PUBLIC BOND

TO: State of Oregon, Department of Transportation
Directors Office, Room 135
Department of Transportation Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN that the undersigned, L. D. McFARLAND COMPANY, LIMITED, DBA McFARLAND CASCADE, has a claim in the sum of $2,205.40 against the bond taken from American Insurance Company, Division of Fireman's Fund, by R. A. Hatch Company and Gaynetco, A Joint Venture, for the work of Highway Guardrail installation at Linn Lane County Line to California State Line. Oregon State Highway Department #9877.

NOTICE IS FURTHER HEREBY GIVEN that the undersigned has a claim for said sum against the sum retained by said public body as a trust frund for the protection and payment of the undersigned, pursuant to Revised Code of Washington, 60.28.010.

DATED this 23rd day of April 1986.

L. D. McFARLAND COMPANY, LTD.
P. O. Box 1496
Tacoma, WA 98401

By

cc: Corron & Black, Agent
American Insurance Company

RECEIVED
DOT DIRECTOR
APR 25 '86
REFER TO
FOR
[illegible] [illegible] R/D D/R Sign Act File

Member
American Wood
Preservers Institute

McFarland Cascade
Timber Conserving by Wood Preserving

1640 EAST MARC • P.O. BOX 1496 • TACOMA, WASHINGTON 98401 (206) 572-3033
307 NORTH SECOND AVENUE • P.O. BOX 670 • SANDPOINT, IDAHO 83864 (208) 263-2141
EAST CEDAR STREET • P.O. BOX 1129 • BOZEMAN, MONTANA 59715 (406) 587-5181
7420 UNITY AVENUE NORTH • BROOKLYN PARK, MINNESOTA 55443 (612) 561-7860

INVOICE

INVOICE NO: W120041201
OUR ORDER #W1201

DATE: December 05, 1985

SOLD TO
GAYNETCO
10416 NE MARX
PORTLAND, OR 97220

SHIP TO: GAYNETCO

F.O.B.: OUR YARD EUGENE

ROUTE: CPU

14468 333112

YOUR ORDER NO.	DATE SHIPPED	CAR NUMBERS	SHIPPED FROM
NS 307	December 05, 1985		EUGENE

	QUANTITY	PRICE	EXTENSION
GUARDRAIL PRESSURE TREATED PENTA .50 PCF			
4" X 6" 8 PCS 24' @ 33.60 E			
	384.00 BF	700.000 MB	$268.0
Total amount due			$268.0

RECEIVED
APR 25 '86

TERMS: NET 30 DAYS FROM SHIPMENT - NO DISCOUNT. IF NOT PAID BY THAT DATE LATE PAYMENT CHARGES WILL BE BILLED AT THE RATE OF 1.50% PER MONTH ON ALL PAST DUE BALANCES. IF APPLICABLE STATE LAWS REQUIRE A LESSER CHARGE, THE MAXIMUM ALLOWABLE CONTRACT RATE UNDER STATE STATUTES WILL APPLY. ANY TAX OR CHARGE IMPOSED BY ANY GOVERNMENTAL AUTHORITY OR AGENCY UPON THE MANUFACTURE, SALE, STORAGE OR USE OF ANY COMMODITY REFERRED TO HEREIN, SHALL BE FOR PURCHASER'S ACCOUNT IN ADDITION TO PRICES NOTED UNLESS COLLECTED SEPARATELY HEREIN.

REMIT TO: ☒ P.O. BOX 1496 • TACOMA, WA. 98401 ☐ P.O. BOX 670 • SANDPOINT, ID. 83864
☐

2 - COPY

McFarland Cascade
Timber Conserving by Wood Preserving

1640 EAST MARC • P.O. BOX 1496 • TACOMA, WASHINGTON 98401 (206) 572-3033
307 NORTH SECOND AVENUE • P.O. BOX 670 • SANDPOINT, IDAHO 83864 (208) 263-2141
EAST CEDAR STREET • P.O. BOX 1129 • BOZEMAN, MONTANA 59715 (406) 587-5181
7420 UNITY AVENUE NORTH • BROOKLYN PARK, MINNESOTA 55443 (612) 561-7880

INVOICE

INVOICE NO: W120071282
OUR ORDER #W1282

DATE: December 11, 1985

SHIP TO: GAYNETCO

SOLD TO
GAYNETCO
10416 NE MARX
PORTLAND, OR 97220

F.O.B.: OUR YARD EUGENE

ROUTE: CPU

14468-333131

YOUR ORDER NO.	DATE SHIPPED	CAR NUMBERS	SHIPPED FROM
L5-310	December 11, 1985		EUGENE

		QUANTITY	PRICE	EXTENSION
GUARDRAIL PRESSURE TREATED PENTA .50 PCF				
4" X 4"	2-16 @ 17.60 EA			
	1-18 @ 19.80 EA	67.00 BF	820.900 MB	$55.00
4" X 6"	56-24 @ 33.60 EA	2688.00 BF	700.000 MB	1,881.60
		Total amount due		$1,936.60

RECEIVED
DOT DIRECTOR
APR 25 '86
REFER TO
FOR

TERMS: NET 30 DAYS FROM SHIPMENT - NO DISCOUNT. IF NOT PAID BY THAT DATE LATE PAYMENT CHARGES WILL BE BILLED AT THE RATE OF 1.50% PER MONTH ON ALL PAST DUE BALANCES. IF APPLICABLE STATE LAWS REQUIRE A LESSER CHARGE, THE MAXIMUM ALLOWABLE CONTRACT RATE UNDER STATE STATUTES WILL APPLY. ANY TAX OR CHARGE IMPOSED BY ANY GOVERNMENTAL AUTHORITY OR AGENCY UPON THE MANUFACTURE, SALE, STORAGE OR USE OF ANY COMMODITY REFERRED TO HEREIN, SHALL BE FOR PURCHASER'S ACCOUNT IN ADDITION TO PRICES NOTED UNLESS COLLECTED SEPARATELY HEREIN.

9[illegible]

May 16, 1986

CON 5 - #9877

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

Thank you for your letter of April 2, 1986, advising us that Farwest Steel Corporation has been paid for materials in the amount of $11,158.41.

This was in connection with a claim filed against R. A. Hatch Co. and Gaynetco, Inc., on Contract No. 9877 for signing on the Linn/Lane County-California State Line Section Project.

This information will be noted in our records.

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co. and
Gaynetco, Inc. a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State: Filed 11-29-85 #CL1985-0219

bbc: Bryant Jackmond

NOTED ON CARD
5-16-86 cc

FKN:cc

FARWEST STEEL
Corporation

April 2, 1986

Oregon State Department
of Transportation
Attention: Robert W. Gormsen
Transportation Building
Salem, OR 97310

R. A. Hatch Co. and Gaynetco
Inc., a J.V.
10416 N.E. Mary
Portland, OR 97220

The American Insurance Co.
Attention: Fidelity &
Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

Notice is hereby given that the undersigned Farwest Steel Corporation has been paid for the materials included in Farwest Steel's bond claim dated November 7, 1985, in the sum of $11,158.41. A copy of the bond claim is attached hereto as Exhibit "A".

This notice relates only to the amounts owed and described in the bond claim attached as Exhibit "A" and does not relate to any other claims or rights or remedies which Farwest Rebar Co. or Farwest Steel Corporation may have against R. A. Hatch or any other contractor or subcontractor on this project or on any other project.

Dated this 4th day of April, 1986.

FARWEST STEEL CORPORATION

C. W. Cooley
Treasurer

RECEIVED
APR 4 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWC/slh

Enclosure

Post Office Box 889 • Eugene, Oregon 97440 • 503/686-2000

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

RECEIVED
APR 4 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON)
) SS.
LANE COUNTY)

TO: R. A. Hatch Co. and Gaynetco, Inc., J.V.
10416 N.E. Marx
Portland, Oregon 97220

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST STEEL CORPORATION has a claim in the sum of ELEVEN THOUSAND ONE HUNDRED FIFTY-EIGHT DOLLARS AND FORTY-ONE CENTS ($11,158.41), ($9,358.29 for the Materials and $1,800.12 for Service Charges through 10/31/85, Service Charges continue to accrue at the rate per diem of $4.61 from 11/01/85 until material invoices are paid,) due against the bond taken from R. A. HATCH CO. and GAYNETCO, INC., J.V., as principal and AMERICAN INSURANCE COMPANY, as surety, for the work or labor and materials performed or furnished by us on the ODOT CONTRACT NO. 9877-SIGN POSTS.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

STRUCTURAL STEEL

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above-described, to wit:

OREGON DEPARTMENT OF TRANSPORTATION
Contract No. 9877
Linn/Lane County Line-California State Line
Section of the Pacific and Eugene/Springfield Highway

That said materials and/or labor were furnished to and received by RON PLATT MANUFACTURING, INC. with authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 6TH day of SEPTEMBER, 1985, which labor was performed and/or materials were furnished as follows:

STRUCTURAL STEEL

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 7TH day of NOVEMBER, 1985.

FARWEST STEEL CORPORATION
Post Office Box 889
Eugene, Oregon 97440

[illegible] W. Cooley
Treasurer

STATE OF OREGON)
) SS.
LANE COUNTY)

RECEIVED
APR 4 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO: R. A. Hatch Co. and Gaynetco, Inc., J.V.
10416 N.E. Marx
Portland, Oregon 97220

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST STEEL CORPORATION has a claim in the sum of ELEVEN THOUSAND ONE HUNDRED FIFTY-EIGHT DOLLARS AND FORTY-ONE CENTS ($11,158.41), ($9,358.29 for the Materials and $1,800.12 for Service Charges through 10/31/85. Service Charges continue to accrue at the rate per diem of $4.61 from 11/01/85 until material invoices are paid,) due against the bond taken from R. A. HATCH CO. and GAYNETCO, INC., J.V., as principal and AMERICAN INSURANCE COMPANY, as surety, for the work or labor and materials performed or furnished by us on the ODOT CONTRACT NO. 9877-SIGN POSTS.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

STRUCTURAL STEEL

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above-described, to wit:

OREGON DEPARTMENT OF TRANSPORTATION
Contract No. 9877
Linn/Lane County Line-California State Line
Section of the Pacific and Eugene/Springfield Highway

That said materials and/or labor were furnished to and received by RON PLATT MANUFACTURING, INC. with authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 6TH day of SEPTEMBER, 1985, which labor was performed and/or materials were furnished as follows:

STRUCTURAL STEEL

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 7TH day of NOVEMBER, 1985.

FARWEST STEEL CORPORATION
Post Office Box 889
Eugene, Oregon 97440

C. W. Cooley
Treasurer

CWC/cav

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL

(See Reverse)

K.A. Hatch Co and
Gaynetco Inc. JV

Street and No.
P.O. Box 6179

P.O., State and ZIP Code
Bend, OR 97708

Postage	$
Certified Fee	
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt Showing to whom and Date Delivered	
Return receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	$
Postmark or Date 11-7-85	

★ U.S.G.P.O. 1984-446-014

PS Form 3800, Feb. 1982

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te items 1, 2, 3 and 4.

Put your address in the "RETURN TO" space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for service(s) requested.

1. ☒ Show to whom, date and address of delivery.
2. ☐ Restricted Delivery.

3. Article Addressed to:
KA Hatch Co/Gaynetco Inc J.V.
P.O. Box 6179
Bend, OR 97708

4. Type of Service: ☐ Registered ☐ Insured ☒ Certified ☐ COD ☐ Express Mail	Article Number P182797172

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature – Addressee
X

6. Signature – Agent
X

7. Date of Delivery
11/8/85

8. Addressee's Address (ONLY if requested and fee paid)
P.O 6179 Bend, Oregon

Form 3811, July 1983 447-845

DOMESTIC RETURN RECEIPT

SENDER: Complete items 1, 2, 3 and 4.

Put your address in the "RETURN TO" space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for service(s) requested.

1. ☒ Show to whom, date and address of delivery.
2. ☐ Restricted Delivery.

3. Article Addressed to:
KA Hatch Co/Gaynetco, Inc. J.V.
10416 N.E. Marx
Portland, OR. 97220

4. Type of Service: ☐ Registered ☐ Insured ☒ Certified ☐ COD ☐ Express Mail P3	Article Number P182797170

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature – Addressee
X

6. Signature – Agent
X

7. Date of Delivery
11/12/85

8. Addressee's Address (ONLY if requested and fee paid)
10416 NE Marx
Portland, Or 97220

PS Form 3811, July 1983 447-845

DOMESTIC RETURN RECEIPT

P 182 797 170

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL

(See Reverse)

K.A. Hatch Co and

Sent to
Gaynetco, Inc. J.V.

Street and No.
10416 N.E. Marx

P.O., State and ZIP Code
Portland, OR 97220

Postage	$
Certified Fee	
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt Showing to whom and Date Delivered	
Return receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	$
Postmark or Date 11-7-85	

★ U.S.G.P.O. 1984-446-014

PS Form 3800, Feb. 1982

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL

Att: Fidelity & Surety Dept.
(See Reverse)

Sent to
American Ins. Co.

Street and No.
P.O. Box 3825

P.O., State and ZIP Code
Portland, OR 97208

Postage	$
Certified Fee	
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt Showing to whom and Date Delivered	
Return receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	$
Postmark or Date 11-7-85	

PS Form 3800, Feb. 1982
U.S.G.P.O. 1984-446-014

Form 3811, July 1983 447-845

Put your address the "RETURN TO" space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for service(s) requested.

1. ☒ Show to whom, date and address of delivery.
2. ☐ Restricted Delivery.

3. Article Addressed to:
American Insurance Co.
Att: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

4. Type of Service:	Article Number
☐ Registered ☐ Insured ☒ Certified ☐ COD ☐ Express Mail	P182797171

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature – Addressee
X

6. Signature – Agent
X NOV 11 1985

7. Date of Delivery

8. Addressee's Address *(ONLY if requested and fee paid)*

DOMESTIC RETURN RECEIPT

PS Form 3811, July 1983 447-845

○ SENDER: Complete items 1, 2, 3 and 4.

Put your address in the "RETURN TO" space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for service(s) requested.

1. ☒ Show to whom, date and address of delivery.
2. ☐ Restricted Delivery.

3. Article Addressed to:
Ron Platt Mfg
200 S.E. Bridgeford Blvd
Bend, OR 97702

4. Type of Service:	Article Number
☐ Registered ☐ Insured ☒ Certified ☐ COD ☐ Express Mail	P182797173

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature – Addressee
X

6. Signature – Agent
X

7. Date of Delivery
11/13/85 DRK

8. Addressee's Address *(ONLY if requested and fee paid)*
SAME

DOMESTIC RETURN RECEIPT

P 182 797 173

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL

(See Reverse)

Sent to
Ron Platt Mfg

Street and No.
200 S.E. Bridgeford Blvd

P.O., State and ZIP Code
Bend, OR 97702

Postage	$
Certified Fee	
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt Showing to whom and Date Delivered	
Return receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	$
Postmark or Date 11-7-85	

PS Form 3800, Feb. 1982
U.S.G.P.O. 1984-446-014

CL 1986-0203

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 16, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9877

FILED
MAY 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

C & S Equipment
P.O. Box 404
Sweet Home, OR 97386

Attention: Lloyd P. Sheldon

We have received your letter of April 7, 1986, concerning an outstanding bill against the following Highway Division contract. Under Oregon law, a claim can be filed against the contract, which appears to be the intent of your letter.

FILED BY:	C & S Equipment Rental
AMOUNT:	$567.23
FOR:	Equipment rent
AGAINST (PRIME CONTRACTOR):	R. A. Hatch Co. and Gaynetco, Inc. a JV
CONTRACT NO.:	9877
PROJECT:	Linn/Lane County Line-California State Line Section Project
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAY 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: R. A. Hatch Co. and
Gaynetco, Inc. a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
6-10-86 a

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

C & S EQUIPMENT RENTAL
P.O. BOX 404
SWEET HOME, OR 97386

PARTNERS: LLOYD P. SHELDON
JAMES C. COOK

no phone listed

9877

APRIL 7, 1986

Oregon Department of Transportation
Bob Gormanson
Transportation Building
Salem, Oregon 97310

Contract 9877

Re: R.A. Hatch & Gaynecto Contractors
Sign Contract on Highway I-5

Gentlemen:

This is to put you on notice that the above contractor is in default on equipment rent. Would you please take the steps required to protect our billing. Thank you.

3 months - Rent of air compressor
Jack hammer, hose 100 ft.,
Pavement breaker - 90 lb.
- 60 lb.
(Billing thru February 7, 1986 when equipment was returned to Sweet Home, OR.)
1 - 12ft. utility trailer

Total due:	$ 1,043.10
Less paym. 2/28/86	(495.00)
	$ 548.10
Less discount	(135.00)
	(1) $ 413.10
Add: When the equipment was returned the 60lb. hammer was missing. Replacement value is over $400. We will settle for	150.00
	$ 563.10
(1) Interest due	4.13
Total due:	$ 567.23

Very truly yours,

C & S EQUIPMENT

Lloyd P Sheldon

Lloyd P. Sheldon, Partner

RECEIVED
APR 8 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"DON'T BUY IT, RENT IT"

jc cc: OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
MAY 27 '86
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act

REGION NO. 10	REPORT NO. 3	COUNTY Lane, Douglas, Josephine and Jackson	DIVISION Oregon by 5/29

IN COMPANY WITH
Bill Quinn and Dave Boyd; OSHD

DATE OF INSPECTION May 6, 1986	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. IR-5-1(107)00

QUALITY OF WORK See Comments	PROGRESS OF WORK See Comments	TIME ELAPSED 153 %	WORK COMPLETED 99 %

LINN/LANE COUNTY LINE - CALIFORNIA STATE LINE
PACIFIC AND EUGENE - SPRINGFIELD HIGHWAYS
Signing

NOTED
W. E. SCHWARTZ

Work completed under this project consisted of the replacement of traffic signs and/or sign supports, overlaying of existing signs with reflectionized sheet aluminum, replacement of sign legend, and other incidental work. A contract in the amount of $987,073,75 was awarded R. A. Hatch Company and Gaynetco, Inc. on August 17, 1984. Contract work began on October 25, 1984 and (except as noted below) has been completed in reasonably close conformance with the approved plans and specifications, including approved changes, at a final estimated cost of $1,152,189.57 or one percent below the current authorized amount of $1,240,396.47.

At the time of this inspection a total of 15 signs which were rejected remain to be replaced. Five of the signs were rejected because of problems with the high intensity reflective sheeting and the remaining ten were rejected because of damage during shipping. The rejected signs will be replaced prior to final acceptance of the work by the State.

As indicated in the pre-final inspection report (Report No. 2) a rather serious visibility problem was encountered with the specified signing material. Under dew point temperature conditions, moisture which collects on the button reflectors effectively reduces, or in some cases entirely eliminates their reflective capabilities. When this condition exists the reflectability of the high intensity encapsulated reflective sheeting, which is apparently not affected under the same conditions, reduces the ability of the driver to read the sign legend. The State has decided to let another contract (presently being advertised) to replace the button copy with high intensity reflective

Form FHWA-1446A
(Rev. 2-84)

sheeting. Based on previous experiments this change should correct the problem in a satisfactory manner.

As a result of the problem with the button copy, the State has randomly sampled the button furnished for the project for additional testing to see if in fact the buttons meet all specification requirements. The results of this testing is not yet available.

Four of the five deficiencies identified during the pre-final inspection have been corrected in a satisfactory manner. Deficiency number one, which concerns the installation of green exit number panels above several blue guide signs at the Valley of the Rogue Rest Area and State Park, still remains to be corrected.

The original contract time of 300 calendar days expired June 30, 1985. Because of added work a 62 calendar day time extension was approved on July 17, 1985 which extended the completion date to August 31, 1985. The contractor subsequently rquested an additional 90 calendar day time extension which was not approved by the State. At the time of this inspection a total of 555.5 calendar days has been used.

Based on the results of this inspection final acceptance of the contract work, subject to satisfactory resolution or correction of the problems noted above, is recommended.

- WNB -

9877

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
SUITES 1600-1800, PACWEST CENTER
1211 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3795
TELEPHONE (503) 222-9981

CABLE ADDRESS "ROBCAL"
TELEX 151563
TELECOPIER (503) 796-2900

G. KEVIN KIELY

RECEIVED
MAY 1 0 1986
LEGAL

May 2, 1986

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RE: CON 5 - #9877
Gaynetco, Inc. - Linn/Lane County Line
California State Line Section Project

Dear Mr. Gormsen:

As you know, this office represents Pacific Western Bank. Please reference the letters dated March 18, 1986 and April 7, 1986 sent to your office by James D. Huegli of this law firm.

Pacific Western Bank hereby rescinds it direct claim against its contract proceeds on the above-referenced job. Pacific Western Bank has a perfected security interest in all contract proceeds and accounts receivable of Gaynetco, perfected April 3, 1985. However, upon further investigation, we have determined that the contracting entity on the above-referenced job was not Gaynetco, but a joint venture operating under the name of "R.A. Hatch Co. and Gaynetco, a joint venture."

Pacific Western Bank does have a claim against the joint venture assets which may be distributed to Gaynetco, but the bank has no direct claim against the contract proceeds on the above-referenced job.

If you have any questions about this letter, please contact me.

ry truly yours,

G. Kevin Kiely

KEVIN KIELY

cc Jan Peterson
Bryant
Jackmond

RECEIVED
MAY 5 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attention: Jack Sollis
From: BOB GORMSEN
Comments: do we need to do anything with this – we have sent copies to Bryant & Jan Peterson
Jan

781-0082 (6-83)

9877 .

a

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
SUITES 1600-1800, PACWEST CENTER
1211 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3795
TELEPHONE (503) 222-9981

CABLE ADDRESS "ROBCAL"
TELEX 151563
TELECOPIER (503) 796-2900

G. KEVIN KIELY

RECEIVED
MAY 10 1986
LEGAL

May 2, 1986

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

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Very truly yours,

G. Kevin Kiely

G. KEVIN KIELY

cc Jan
Peterson
Bryant
Jackmond

RECEIVED
MAY 5 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GKK:pj
cc: Helen Obeslo
Gaynet E. Melsheimer
R.A. Hatch Co.

WASHINGTON, D.C. 20007 • THE FLOUR MILL, SUITE 302 • 1000 POTOMAC ST. N.W. • (202) [illegible]
SEATTLE, WASHINGTON 98171 • PEOPLES NATIONAL BANK BUILDING • SUITE 900 • 1415 FIFTH AVENUE • (206) 621-9168

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DOT DIRECTOR
MAY 01 '86
REFER TO
Bothman
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer to
File No

CON

May 1, 1986

The Honorable Frank Roberts
State Senator
11609 NE Klickitat
Portland, OR 97220

Your recent telephone discussion with Bob Bothman regarding the problems a constituent, Gay Melsheimer, is having with a Highway Division signing contract has been forwarded to me for investigation and response.

Gay Melsheimer is enrolled in our Minority Business Enterprise Program as a women-owned business with the business name of Gaynetco, Inc. She is currently involved with the R.A. Hatch Co., as a joint venture, on our Contract #9877. This contract is for the replacement of a number of the large white-on-green directional signs along I-5 from the Linn/Lane County line to the California state line.

Admittedly, this has been a very difficult contract. There have been a lot of change orders and there were three changes to the project's management. This contract for sign replacement is the largest contract of this type that we have ever awarded and is complicated by the total distance from one end of the project to the other.

I understand that Gaynetco, Inc. has two basic complaints: one, that the State was slow in paying for the completed work, and two, that there was a lack of continuity in administration of the contract because of the changes in management by the State.

In checking with our Region 3 staff, I am advised that no payment due the contractor was ever late. We pay once each month on a monthly progress estimate. In all of our contracts there is an interest penalty clause for late payment of estimates. We have had to pay no interest penalty on this contract.

Changes in project management should not have affected the project progress. All inspection work was performed by one inspector who was permanently assigned to the project. The inspector is well qualified, both by education and training, to provide the daily service to the contractor. He received his instruction from the Project Manager and had daily contact. Our Project Managers were available for conference with Hatch/Gaynetco upon request and our records indicate that a number of these meetings were held.

([illegible])

R. N. BOTHMAN

Form 734-3122

Most of the changes to the contract involved additional signs and were ordered before any work had started. Other changes involved sign sizes and legend changes and were ordered before the contractor had manufactured the signs. In the few instances where the contractor had to perform work out of their schedule, they were compensated on a force account basis.

It is the opinion of our staff that any problem that Gaynetco, Inc. had in completing this contract related to her own inexperience and skill in managing a large and complex contract. No claims have been filed at this time for additional compensation.

Larry Rulien
State Highway Engineer

cc Fred Miller
Robert N. Bothman
C. O. Fredrickson
James J. Gix

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
CON
APR 21 '86
REFER TO
Pat

Info	Inves	R/D	D/R	Sign	Act	File
				X		

& let me know
R

(Hand Deliver)

TO: Larry Rulien
State Highway Engineer

DATE: April 18, 1986

FROM: Robert N. Bothman
Deputy Director

SUBJECT: Response to Senator Frank Roberts

Senator Roberts called on behalf of a constituent, Gay Melsheimer, a minority contractor, doing business as GAYNETCO, Inc.

GAYNETCO, Inc. is on the verge of bankruptcy because of cash flow problems. The company is financed by a federal loan; the federal government is calling back the loan.

GAYNETCO, Inc. is in a joint venture on the I-5 signing contract.

Essentially, the complaints are two-fold. First, the slowness of payments from the Highway Division, based in one case upon the slowness of our inspectors to inspect the completed work.

one guy on [illegible] all their paid promptly

Second, there have been at least three Project Managers involved in the project, which has caused a lack of continuity and a large number of change orders. The contractor is in the process of submitting a claim in the amount of several hundred thousand dollars. The complaint is we continually changed the signing, even after signs were delivered in the field for installation, causing a substantial loss to the contractor.

HEI [illegible] experience
Bussy
[illegible]
[illegible]

Not aware of claim
[illegible]

Changed exit signs
Problems [illegible] related to the [illegible] operation

The Senator was alerting us of the substantial conflict with his constituent, our contractor working on our project.

I suggested that Pat Schwartz contact Gay Melsheimer directly and at least discuss the problem. I agreed to expedite any lagging contract payments.

I've promised a call from Pat Schwartz. Gay Melsheimer's phone number is 256-9711.

Some sort of one-page summary to the Senator from yourself would be in order.

cc: Fred D. Miller
Pat Schwartz

RNB:kkr

Larry: let me know the outcome
F

RECEIVED
DOT DIRECTOR
APR 18 '86
REFER TO
FRED MILLER
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Called Gay Melsheimer 4/28/86
She is concerned about prompt payment of claim she is making. Advised her that we would get Const. involved early to promptly resolve Claim.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
P.O. Box 1128
1523 SE Cobb St.
Roseburg, Oregon 97470

File
COPY FOR YOUR
INFORMATION

In Reply Refer to
File No.:

RECEIVED
STAT HWY ENGR
APR 25 '86
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

April 15, 1986

Robert A. Hatch
P.O. Box 6179
Bend, Oregon 97708

Re: Linn/Lane Co. Line - Calif. State Line
Contract No. 9877

Mr. Hatch:

I regret to hear that Gaynetco Sign Company was disappointed in the cooperation they received from the State Highway personnel and that the Linn/Lane Co. Line - California State Line Project has become a problem.

We have no control over the organization and methods chosen by the contractor, but I am sure that our state personnel were as cooperative as possible to facilitate a successful completion.

It is my understanding that Don Rapaich got the job moving again and brought the project to near completion. His efforts are appreciated.

Contrary to policy, a letter with shop drawings were sent directly to your steel manufacturer, Ron Platt, by our inspector. This action was taken when Ron Platt complained to the inspector that he was not receiving the shop drawings he needed from Gaynetco Sign Co. The submittal of shop drawings directly to the steel manufacturer should not have occurred, however, the action was taken to help.

There has been numerous changes on this project, but most were sign sizes and legend changes prior to the shop drawings and sign manufacture. If Gaynetco was required to work out of sequence by our direction, force account payment was made. In the example that you stated in your letter, the 137 exit panels were added at locations requiring work on the primary signs and before Gaynetco started work on the project.

COPY FOR YOUR
INFORMATION

Changes in the management should not have affected the project. All inspection work was completed by Mr. David W. Boyd, who has adequate education and training to do the assigned work. Mr. Boyd works under the direction of the Project Manager and conferred with them on a daily basis. If field review was required, a site visit was made. Our Managers were available for conference with R.A. Hatch/Gaynetco upon request and the record indicates a number of these meetings were held.

The state desires to complete this work as much as you do, however, the work must be done to the contract specifications. We will continue to work with your company to conclude all project work in a timely manner.

Sincerely,

James J. Gix
Region Engineer

cc: construction
project manager
inspector
[✓ file]

R.A.Hatch Co.
General Contractors

Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

April 7, 1986

Mr. James Gix
Oregon Department of Transportation
P. O. Box 1128
Roseburg, OR 97470

Dear Jim:

In 1984 in the spirit of the Federal and State D.B.E. program, R. A. Hatch Co. agreed to joint venture the Linn-Lane County Line to California State Line Signing job with Gaynetco Sign Co., a Portland based sign manufacturing and construction company that is owned by Gaynet Melsheimer and is a woman-owned business.

The joint venture was structured so that Gaynetco was the sponsor and manager of the project. R. A. Hatch Co.'s role was purely in an advisory capacity.

We were the successful bidder on the project and received the award in August of 1984. The project started in October of 1984.

In November of 1985, Gaynetco came to R. A. Hatch Co. and said that they were on penalty on the job, that they were out of money, that they were extremely fustrated with the cooperation they were receiving from the State and they needed our help.

In early December of 1985, I assigned Don Rapaich from my company to the project to do what was necessary to complete it. Don Rapaich has reported to me, after almost 4 months of work, that the project has had and is still having a series of changes in the plans as well as changes of State Project Managers which has caused mass confusion. Examples of this are as follows:

1. Steel on the job. After months of trying to find the problem, Don finally discovered that the steel manufacturer and Gaynetco were working off of two entirely different, approved sets of drawings. The drawing that the steel manufacturer was working off of was sent directly to Ron Platt by the State without going through Gaynetco and was substantially different from the drawings that Gaynetco had. (A copy of the State letter to Ron Platt is enclosed).

RECEIVED
APR 9 1986

I discussed this letter w/ L. Carson & D. Boyd on 4/10/86. Larry will draft a reply for J. Gix by 4/14/86
B. Q.

I called Rapaich on 4-14-86

2. State Project Managers. Three different State Project Managers have been in charge of this job. This has completely distroyed any continuity of the project. The end result is that an inspector with very limited experience ran the job for the State. This inspector was the only contact throughout the project that Gaynetco had complete access to, but he had no authority to direct or make changes. (See Mr. Read's letter attached).

3. Project Changes. The total dollar amount of the original contract was approximately one million dollars. To date there has been approximately 73 letters written by the State to the joint venture of which 90% of these letters request changes. There has been approximately 500 changes to the original plans. An example of these changes is: On October 22, 1984, the State requested an additional 137 exit signs to be added. These signs are scattered over the entire 200-mile length of the Contract. Gaynetco was required in many cases of this type of change to drive hundreds of miles to install one sign. This is just one example of the many, many problems caused by changes in the project.

The end result of this whole fiasco is that, even though the State continued to make changes, penalties have been assessed in excess of $35,000.00 against the joint venture. Gaynetco is out of money and just about out of business. R. A. Hatch Co. has brought legal action against Gaynetco and R. A. Hatch Co. will finish the job.

I strongly suggest that more attention be paid to this project and an effort be made by the State to make Gaynetco whole. Also enclosed is a rough summary of all correspondence from the State to Gaynetco to give you a briefing.

Please contact me or Don Rapaich at 252-3929 in Portland immediately on this matter.

Very truly yours,

R. A. HATCH CO.

Robert A. Hatch
President

RAH/nlp
Enclosures
cc: Mr. C. O. Fredrickson, Oregon DOT
Ms. G. Melsheimer, Gaynetco

9877

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: CON

April 23, 1986

~~R.A.~~ Hatch Co./Gaynetco Inc., J.V.
P.O. Box 6179
Bend, OR

RE: Linn-Lane County/California Line
Contract 9877

Your letter of April 14, 1986, requested that we mail all checks on the above contract to you in care of the American Insurance Company. On the advice of our legal counsel, we are holding all payments until a perfected security interest of contract funds belonging to Pacific Western Bank is settled.

Janice M. Henry
Contract Accounting Supervisor

JMH:bc

cc: R. Gormsen w/att
B. Jackmond w/att
J. Sollis w/att

R.A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

April 14, 1986

Oregon Department of Transportation
Accounting Office
Transportation Building
Salem, OR 97310

NOTED
RJ. HASEK

Attn: Jan Peterson

Re: Linn-Lane Co./California Line
Contract No. 9877

Gentlemen:

Please mail all checks or vouchers for payment due on the referenced contract to the undersigned, in care of Jon Elmgren, The American Insurance Co., at 2121 4th Avenue, Suite 1100, Seattle, WA 98121.

In accord with an agreement covering arrangement and forbearance made between the undersigned and The American Insurance Co., this direction is irrevocable. Therefore, please do not deviate from this direction unless you receive written consent to any change from The American Insurance Co.

We appreciate your cooperation.

Sincerely,

R.A. HATCH CO./GAYNETCO, INC.
A Joint Venture

Robert Hatch

Robert A. Hatch, President

Gaynet E. Melsheimer

RECEIVED
APR 16 1986
HIGHWAY ACCOUNTING

RAH/jrm
cc: Jon Elmgren

NOTED
F.R. GRIFFIN

FIREMAN'S FUND
INSURANCE COMPANIES

Seattle Branch Office
2121 4th Avenue
Seattle, Washington 98121
Telephone (206) 587-3200

James M. F. Henderson
Resident Vice-President

MARCH 12, 1986

3/14/86
cc Constrn-
Peterson Hwy
Acctg.

Oregon Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

RE: FILE NO: H864S-546572
PRINCIPAL: R. A. Hatch Company
BOND NO: SC 6433557
OBLIGEE: Oregon DOT
PROJECT: Pacific & Eugene-Springfield Signing
CONTRACT NO: 9877

Gentlemen:

This letter is written to supplement our telegram of February 25, 1986. We have knowledge of unpaid bills as follows:

✓Farwest Steel Corp.	$ 11,158.00
Gaynetco, Inc.	65,000.00
✓Ron Platt Manuf., Inc.	51,217.00

The American Insurance Company as Surety, having executed its bond or bonds on the above-captioned project, hereby directs you to make no further payments to R. A. Hatch Company on this contract without the express written consent of The American Insurance Company.

This direction is given in accordance with the terms and provisions contained in an existing indemnity agreement between R. A. Hatch Company and The American Insurance Company, pursuant to our rights in the premises under laws applicable to Suretyship.

~~NOTED ON CARD~~

RECEIVED
MAR 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

THE AMERICAN INSURANCE COMPANY

Jon Elmgren

Jon Elmgren
Sr. Surety Claims Specialist

JE/crd20

cc: R. A. Hatch Company
Attn: Robert Hatch
Box 6179
Bend, OR 97708

Riedel International, Inc.
Attn: J. R. McGuinn
P. O. Box 3320
Portland, OR 97208

Dean Beck, Bond Manager - Portland, Oregon

CL 1986-0158

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.: CON 5
#9877

April 16, 1986

RECEIVED
APR 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rupert Manufacturing Company
705 South Tenth Street
Blue Springs, MO 64015

Attention: Jean Moore

We have received your letter dated March 25, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Rupert Manufacturing Company
AMOUNT:	$50,499.21
FOR:	Material
AGAINST (Prime Contractor):	R. A. Hatch Company and Gaynetco, Inc., A JV
CONTRACT NO.:	9877
PROJECT:	Linn/Lane County Line-California State Line Section, Pacific and Eugene-Springfield Highways, Lane, Douglas, Josephine and Jackson Counties
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

R. A. Hatch Company and
Gaynetco, Inc., A JV
P. O. Box 6179
Bend, OR 97708

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97201

NOTED ON CARD
5/20/86 CB

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

STRATOLITE LENSES AND REFLECTORS
RUPERT
Manufacturing Company
705 S. Tenth St. / Blue Springs, Missouri 64015

March 25, 1986

Robert Gormsen
Oregon Dept. of Transportation
Room 121
Transportation Building
Salem, Oregon 97310

Re: Claim for non-payment of account

Dear Mr. Gormsen

Per our phone conversation of March 25, 1986, we wish to file a claim against Gaynetco, Inc., 10416 N.E. Marx, Portland, Oregon, for non-payment of their account.

I understand that Gaynetco, Inc. is the sub-contractor, and claim will have to be made on R.A. Hatch Company.

Contract No.: 9877
Amount Owed : $50,499.21
For : Material

If further information is needed, please feel free to contact me.

Thanking you in advance for your prompt attention to this matter, I remain

Very truly yours

RUPERT MANUFACTURING COMPANY

Jean Moore

Jean Moore
Manager Customer Service
Accounts Receivable

JM:mj

RECEIVED
MAR 3 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PHONE: 816-229-1121
TWX 910-777-7861

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 24-1

RECEIVED
STAT. HWY ENGR
APR 14 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: FILE

DATE: April 10, 1986

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Linn/Lane County Line-California State Line Section
Pacific Highway - Various Counties

NOTED
E. S. HUNTER

Cont #10,297

The following is intended as a file summary of work that will be contracted on the May 22, 1986 bid opening.. It is an outline of work that will be done to improve night time readability of the signs during periods of atmospheric dewpoint formation.

1. Remove the reflector button legend from approximately 800 green and blue signs and install high intensity, encapsulated lens, removable legend on all signs. The existing reflector button borders and all route shields are to remain in place.

2. The letter size was increased on 28 destination and mileage signs. Of these, 17 required the addition of one extruded panel, the remainder already had enough space.

3. The following shows the number of destination mileage signs for each letter size after completion of the letter changes.

   a. Twenty four signs with eight inch upper case and six inch lower case letters. These letters will remain the small letters until a later date. They were not changed because a new backboard, new supports and new footing would be required.

   b. Ten signs designed with 10-2/3 inch upper case and eight inch lower case letters were used because this letter size required only minor board revisions and no footing revisions. This letter size provides good readability.

   c. Twenty four signs designed with 13-1/3 inch upper case and ten inch lower case letters were used. On these signs only minor board revisions were required and no footing revisions were necessary.

4. The name of the proposed project will be:

Diamond Hill Interchange-California State Line Section
Pacific Highway (I-5)
Jackson, Josephine, Douglas, Lane and Linn Counties

This memo is to inform everyone as to proposed revisions to be made to signs installed under Contract Number 9877.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LEG:ELS:dc

cc: Larry Rulien
W. E. Schwartz
E. S. Hunter
D. R. Adams
W. G. Anhorn
J. J. Gix
John Read

7877

N

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
SUITES 1600-1800, PACWEST CENTER
1211 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3795
TELEPHONE (503) 222-9981

CABLE ADDRESS "ROBCAL"
TELEX 151563
TELECOPIER (503) 796-2900

JAMES D. HUEGLI
(503) 796-2913

April 7, 1986

April 3, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Hold money Till - settlement in Court

cc Jan Patterson
Bryant Jackman

Re: CON 5 - #9877
Gaynetco, Inc. - Linn/Lane County Line
California State Line Section Project

Dear Mr. Gormsen:

Thank you for your letter of March 31. We are not requesting an assignment of funds, but are merely informing the Department of Transportation of a perfected security interest of these funds which runs to Pacific Western Bank.

Also, please reference our prior correspondence to you indicating our security interest was perfected April 3, 1986. A typographical error occurred and the security interest was perfected April 3, 1985.

Our letter is to place the Department of Transportation on notice of the prior perfected security interest of the Pacific Western Bank and to make demand at this time upon the State of Oregon and the Department of Transportation to pay all further contract funds to the secured party, Pacific Western Bank.

Very truly yours,

James D. Huegli

JDH:lr
cc: Sam Teyema

Jack - we had sent this atty an assignment form? What now?
fran

RECEIVED
APR 8 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
APR 10 1986
LEGAL

March 31, 1986

CON 5 - #9877

Schwabe, Williamson, Wyatt, Moore & Roberts
Attorneys at Law
1211 SW Fifth Avenue
Portland, OR 97204

Attention: James D. Huegli

This is in response to your March 18, 1986, letter to Jim Gix of Roseburg concerning Contrct No. 9877 with R. A. Hatch Co. and Gaynetco, Inc. for signing on the Linn/Lane County Line-California State Line Section Project.

In order to disburse funds to anyone other than the prime contractor, the Department must have an Assignment of Claim signed by each contractor, since it is a joint venture, and the surety.

Enclosed is a copy of an Assignment form. Please return to this office, 121 Transportation Building, Salem, OR 97310.

Robert W. Gormsen
COMMISSION SERVICES

RWG:fkn
Enclosure

cc R. A. Hatch Co. and Gaynetco, Inc.
P.O. Box 6179
Bend, OR 97708

The American Insurance Company
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97201

bc Jack Sollis
Jan Peterson
Bruce Walton

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
SUITES 1600-1800, PACWEST CENTER
1211 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3795
TELEPHONE (503) 222-9981

JAMES D. HUEGLI
(503) 796-2913

CABLE ADDRESS "ROBCAL"
TELEX 151563
TELECOPIER (503) 796-2900

March 18, 1986

Mr. Jim Gix
Region Engineer
P. O. Box 1128
Roseburg, OR 97470

Re: GaynetCo - Contract No. 9877
Linn-Lane County Line - California State Line
Sign Section

Dear Mr. Gix:

Our office represents the interests of Pacific Western Bank. Please accept this letter as notification that Pacific Western Bank claims a security interest in all contract proceeds and all accounts receivable of GaynetCo pursuant to a perfected security interest April 3, 1986 under Secretary of State number J81251.

Also please be advised that the Small Business Administration has a subordinate security interest in the same accounts receivable dated September 23, 1985 under Secretary of State Number K09062.

Pursuant to the perfected security interest of Pacific Western Bank, request is hereby made to pay to this office all remaining contract proceeds under Contract No. 9877.

Should you have any questions, please contact this office, or have the Assistant Attorney General who is currently working on this Oregon Department of Transportation project contact the undersigned.

Very truly yours,

James D. Huegli

JDH:lr
cc: Sam Teyema

cc: R. Gormsen
Contract Pmts.
J-Read) sent 3-19 BGL

✓

RECEIVED
MAR 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROSEBURG REGION
RECEIVED
MAR 19 1986

RE	ROE	RME	RUS	FAS
RDS	RTS	ATS	TI	RSR
KPB	GEO	RBI	RAS	AA

WASHINGTON, D.C. 20007 • THE FLOUR MILL, SUITE 302 • 1000 POTOMAC ST. N.W. •
SEATTLE, WASHINGTON 98171 • PEOPLES NATIONAL BANK BUILDING • SUITE 900 • 1415 FIFTH AVENUE • (206) 621-9168

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

P.O. Box 1128
1547 S.E. Jackson Street
Roseburg, Oregon 97470
440-3429

RECEIVED
MAR 24 1986
TRAFFIC ENGINEERING

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
MAR 25 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

March 21, 1986

R.A.Hatch/Gaynetco
10416 N.E. Marx
Portland, Oregon 97220

Reflectors
Linn/Lane County Line-California State Line
Pacific Highway
Contract No. 9877

ATTENTION: Gaynet E. Melsheimer, Managing Partner

A large number of concerned citizens and a variety of government personnel have expressed dissatisfaction with the reflectivity of the newly installed removable legends on subject project. Therefore, we have tested a few of these buttons according to Section 761.18 (b-2) - Specific Brightness. Of those tested, 75% failed to meet the required specifications. Because of this high rate of failure, state personnel will remove, replace and test reflector buttons from 35 letters, sampled at random from 35 different signs throughout the project.

NOTED
L. E. GEORGE

Our purpose for this letter is to advise you of this work and to invite a representative from your company to witness the sampling and testing. The date for this work has not been scheduled, however sampling is planned to begin at the earlist opportunity. Therefore, please advise me if you plan to send a representative so that I might coordinate this work with them.. Furthemore, if you desire, we will give your representative one-half the letter sampled so that you may have an independent test performed.

Sincerely,

John Read,
Project Manager

NOTED
J. O. BUTLER

cc: Steve Wilson
Bill Quinn
Doug Ekin
Inspector
file

Form 734-3122

1:77

FIREMAN'S FUND
INSURANCE COMPANIES

Seattle Branch Office
2121 4th Avenue
Seattle, Washington 98121
Telephone (206) 587-3200

James M. F. Henderson
Resident Vice-President

MARCH 12, 1986

3/14/86
CC
Constn
Peterson Hwy
actg.

Oregon Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

RE: FILE NO: H864S-546572
PRINCIPAL: R. A. Hatch Company
BOND NO: SC 6433557
OBLIGEE: Oregon DOT
PROJECT: Pacific & Eugene-Springfield Signing
CONTRACT NO: 9877

Gentlemen:

This letter is written to supplement our telegram of February 25, 1986. We have knowledge of unpaid bills as follows:

✓Farwest Steel Corp.	$ 11,158.00
Gaynetco, Inc.	65,000.00
✓Ron Platt Manuf., Inc.	51,217.00

The American Insurance Company as Surety, having executed its bond or bonds on the above-captioned project, hereby directs you to make no further payments to R. A. Hatch Company on this contract without the express written consent of The American Insurance Company.

This direction is given in accordance with the terms and provisions contained in an existing indemnity agreement between R. A. Hatch Company and The American Insurance Company, pursuant to our rights in the premises under laws applicable to Suretyship.

~~NOTED ON CARD~~

Sincerely,

THE AMERICAN INSURANCE COMPANY

Jon Elmgren

Jon Elmgren
Sr. Surety Claims Specialist

RECEIVED
MAR 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JE/crd20

cc: R. A. Hatch Company
Attn: Robert Hatch
Box 6179
Bend, OR 97708

Riedel International, Inc.
Attn: J. R. McGuinn
P. O. Box 3320
Portland, OR 97208

Dean Beck, Bond Manager - Portland, Oregon

CL 1986-0070

9877

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 7, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#9877

FILED
FEB 12 1986
BARBARA ROBERTS
SECRETARY OF STATE

Ron Platt Mfg., Inc.
200 SE Bridgeford Blvd.
Bend, OR 97702

We have received your letter dated January 2, 1986, filing a claim against the following Highway Division contract:

FILED BY: Ron Platt Mfg., Inc.

AMOUNT: $51,217.42

FOR: Sign structure fabrication

AGAINST (Prime Contractor): R.A. Hatch Co. and Gaynetco, Inc.

CONTRACT NO.: 9877

PROJECT: Linn/Lane County Line-California State Line Section, Pacific and Eugene-Springfield Highways

SURETY: The American Insurance Company

AGENT: Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: R.A. Hatch Co.
& Gaynetco, Inc.,a JV
P.O. Box 5179
Bend, OR 97708

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97201

RECEIVED
FEB 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/20/86 CB

[illegible]

STEEL FABRICATION

RON PLATT MFG., INC.

COMMERCIAL & INDUSTRIAL

61534 WARD RD. • BEND, OREGON 97702
(503) 389-4665
200 S. E. BRIDGEFORD BLVD.

January 2, 1986

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: Linn/Lane Counties to California State Line
Section of Interstate 5

CONTRACTOR: R. A. Hatch Co. - Gaynetco, Inc. JV,
10416 N. E. Marx, Portland, Oregon 97220
OSHD Contract #9877

SUBJECT: Claim against Bond

Gentlemen:

We subcontracted with R. A. Hatch Co. - Gaynetco, Inc. JV to fabricate the sign structures for the above mentioned project.

The sign structures have been completed since November, 1985. We have not been paid $49,235.22 for work performed (oldest unpaid invoice dated March 19, 1985) and $1,982.20 interest accrued to date. Total amount of $51,217.42 due us.

Please consider this communication as our request for payment and claim for the above stated amount with the Bonding Company providing coverage for this contract.

Please confirm and advise.

Sincerely,

RON PLATT MFG., INC.
Ronald E. Platt
Ronald E. Platt
President

RECEIVED
JAN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

US Department of Transportation
Federal Highway Administration

cc: L. W. Rulien

INSPECTION REPORT STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☒ Pre- FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
FEB 5 '86
REFER TO Fredrickson 2/10
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REGION NO. 10	REPORT NO. 2	COUNTY Lane, Douglas, Josephine, and Jackson	DIVISION OREGON
IN COMPANY WITH Larry Lindley, Project Manager, OSHD			
DATE OF INSPECTION 1/22 & 23/86	INSPECTION MADE BY W. N. Bryant, Area Engineer, FHWA W. N. Bryant Area Engineer		PROJECT NO. IR-5-1(107)00
QUALITY OF WORK See comments	PROGRESS OF WORK See comments	TIME ELAPSED 128 %	WORK COMPLETED 95 %

LINN/LANE COUNTY LINE - CALIFORNIA STATE LINE
PACIFIC AND EUGENE - SPRINGFIELD HIGHWAY
Signing

NOTED
W. E. SCHWARTZ

Purpose and Scope of Inspection

The purpose of this review was to identify any corrective work necessary prior to project completion and to obtain additional information relative to any planned corrective action to solve the sign visability problems that have been encountered on the project. The mainline signing work completed to date was reviewed for the entire length of the project, both southbound and northbound, and the completed work at interchanges was spot-checked for acceptability.

Findings and Recommendations

In general the completed work, except for problems associated with sign visibility which will be discussed later, was found to be acceptable. However, the following deficiencies or problems were identified which must be corrected prior to final acceptance of the contract work:

1. Several white on green exit number panels have been installed above several large white on blue guide signs for the Valley of the Rogue Rest Area and State Park. Since the use of an exit number for rest areas is inappropriate and because the overall appearance of the sign installations is objectionable and unacceptable, the exit number panels must be removed prior to final acceptance.

2. At a considerable number of interchanges the slip base for the gore point exit signs have been covered over by debris and other foreign materials. This condition could result in a malfunction of the slip base. The project manager indicated that this problem will be corrected in the immediate future when the nuts and bolts for all signs are re-torqued as provided for under the contract.

3. During the review it was noted that at several locations the old general motorist service signs attached to advance destination signs (attached between the slip base and hinge point) were still in place even though new general motorist service signs on new supports were in place as shown on the plans. Since the primary purpose

for removal and replacement of these signs was for safety reasons, it was suggested that the old signs be removed as soon as possible after installation of the new signs. This problem should be addressed on all future signing projects of this nature.

4. It was noted that the plans did not provide for the removal of existing general motorist service signs attached to the northbound advance destination sign for the Curtin Interchange. Because of the desire not to add any additional work to the existing contract, it was agreed that relocation of these signs could be provided for under an up-coming project being developed to replace or refurbish all signs not included under the present contract.

5. It was noted that the top panel for the southbound gore point exit sign was missing. The project manager indicated that the contractor had been notified of this problem and the need to repair as soon as possible.

As can be seen at the top of this report, the percent of work (95%) completed is lagging far behind the percent of time (128%) elapsed. The orignal contract time of 300 calendar days ran out on 6-30-85. Because of added work, a 62 calendar day time extension was approved on 7-17-85 which extended the completion date to 8-31-85. The contractor has subsequently requested an additional 90 calendar day time extension which is presently being reviewed by the State. The project records indicate that there was no project activity on the part of the contractor, Gaynetco, Inc., between 10-10-85 and 12-5-85 (except for minor work on two days). R. A. Hatch Construction Company became concerned about the lack of activity on the project despite the fact that liquidated damages were being assessed and apparently took over the remaining contract work. Since that time, the work has been pursued in a satisfactory and much more organized manner. All contract work is expected to be completed sometime in late February.

Over the past month or so a considerable number of complaints and/or comments from various sources have been received concerning the inability to read the new signs. This contract specified the use of high intensity encapsulated reflective sheeting with reflectorized removal legend. Apparently, under certain atmospheric conditions (dew point temperature), moisture collects on the button reflectors which reduces or, in some cases, entirely eliminates their reflective capabilities. When this condition exists the reflectability of the sign sheeting, which is apparently not effected under the same conditons, reduces or completely eliminates the ability of the driver to read the sign legend.

As a result, the State Traffic Engineer is in the process of conduting an experiment on the legend of two signs in the Eugene area in an effort to find a satisfactory solution to this problem. This experiment consists of replacing some of the specified relectorized legend with high intensity reflective sheeting (encapsulated lens) and observing and photographing the effectiveness of the two type of legend. Based on results obtained to date, the present plan is to replace the existing legend on all mainline directional guide signs and exit directional signs with encapsulated reflective sheeting material under a State Force Order. The preliminary estimate to accomplish this revision is about $40,000. Prior to approval of such a change the problems associated with delamination of the sheeting material (which I understand has been a problem in other areas of the country where this material has been used for sign legends) should be fully evaluated.

Other complaints relative to the size of legend used on the newly installed post interchange distance signs have also surfaced. While the legend on these signs (8"/6" words and 8" numerals) are in full conformance with the requirements of the MUTCD, some people feel they are too small to be legendable at freeway speeds. FHWA has determined that the dimensions shown in the MUTCD are minimum standards and that larger legends would be acceptable and in conformance. As a result, the State is taking steps to increase the legend for this type sign to the 10.6"/8" size.

To date a total of nine price agreements in the amount of $57,000, eight extra work orders in the amount of $20,000, and five State Force Orders in the amount of $14,000 has been approved by the State. In addition, some of the original bid items have been extended by a total amount of approximately $41,000. It is noted that to date only one State Force Order (SFO #1 in the amount of $2,000) has been submitted to FHWA for approval in accordance with the requirements of FHWA's March 16, 1973 memorandum to the then Administrator of Highway, Mr. George M. Bladwin. Likewise, no informational copies of these work orders have been submitted to FHWA in accordance with past practices. These deficiencies have been discussed with appropriate State personnel and appropriate corrective action is expected in the near future. A summary listing of all work orders issued to date is attached to the Division Office copy of this report.

###########

9271

HIGHWAY DIVISION TRA

January 30, 1986

L. E. George
Traffic Engineer

E. S. Hunter
Assistant State Highway Engineer

Videotape on Eugene Sign

Today when we were viewing the videotape of the 3M letters on the Eugene sign, you indicated that there was a possibility that we had not received acrylic buttons which met our specifications on the California Line-Linn County Line sign refurbishing project.

Please follow through on this matter by obtaining additional testing of buttons that were supplied and see if we can document whether or not they meet our specifications, as we may need to recover some costs from the contractor and/or supplier.

This matter should be pursued as rapidly as possible, and a determination made before the existing contract is completed.

ESH:CM

-CL 1985-0219

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 20, 1985

CON 5
#9877

IN REPLY REFER TO
FILE NO.:

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

This will acknowledge your Notice of Claim dated November 7, 1985, concerning the following Highway Division contract:

FILED BY:	Farwest Steel Corporation
AMOUNT:	$11,158.41 plus interest
FOR:	Material
AGAINST (Prime contractor):	R. A. Hatch Co. and Gaynetco, Inc., a JV
SUBCONTRACTOR:	Ron Platt Manufacturing, Inc.
CONTRACT NO.:	9877
PROJECT:	Linn-Lane County Line-California State Line Section, Pacific and Eugene-Springfield Highways, Lane, Douglas, Josephine and Jackson Counties
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

NOTED ON CARD
2-18-86 cc

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

COPY

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co. and
Gaynetco, Inc., a JV
P.O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FARWEST STEEL
Corporation

November 7, 1985

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Steel Corporation has a claim for Structural Steel in the sum of Eleven Thousand One Hundred Fifty-eight Dollars and Forty-one Cents ($9,358.29 for Materials and $1,800.12 for Service Charges through 10/31/85, Service Charges continue to accrue at the rate per diem of $4.61 from 11/01/85 until material invoices are paid) against the bond taken from R. A. Hatch Co. and Gaynetco, Inc., J.V. as principal, and American Insurance Company as surety or sureties for the work of the Oregon Department of Transportation Contract No. 9877, Linn/Lane County Line-California State Line, Section of the Pacific and Eugene/Springfield Highway.

Dated this 7th day of November, 1985.

FARWEST STEEL CORPORATION

C. W. Cooley
C. W. Cooley
Treasurer

CWC/cav

RECEIVED
NOV 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gormsen

RECEIVED
STATE HWY ENGR
NOV 12 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
DOT DIRECTOR
NOV 8 '85
REFER TO
Rulen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Post Office Box 889 • Eugene, Oregon 97440 • 503/686-2000

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

STATE OF OREGON)
) SS.
LANE COUNTY   )

TO: R. A. Hatch Co. and Gaynetco, Inc., J.V.
10416 N.E. Marx
Portland, Oregon 97220

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST STEEL CORPORATION has a claim in the sum of ELEVEN THOUSAND ONE HUNDRED FIFTY-EIGHT DOLLARS AND FORTY-ONE CENTS ($11,158.41), ($9,358.29 for the Materials and $1,800.12 for Service Charges through 10/31/85, Service Charges continue to accrue at the rate per diem of $4.61 from 11/01/85 until material invoices are paid,) due against the bond taken from R. A. HATCH CO. and GAYNETCO, INC., J.V., as principal and AMERICAN INSURANCE COMPANY, as surety, for the work or labor and materials performed or furnished by us on the ODOT CONTRACT NO. 9877-SIGN POSTS.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

STRUCTURAL STEEL

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above-described, to wit:

OREGON DEPARTMENT OF TRANSPORTATION
Contract No. 9877
Linn/Lane County Line-California State Line
Section of the Pacific and Eugene/Springfield Highway

That said materials and/or labor were furnished to and received by RON PLATT MANUFACTURING, INC. with authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 6TH day of SEPTEMBER, 1985, which labor was performed and/or materials were furnished as follows:

STRUCTURAL STEEL

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 7TH day of NOVEMBER, 1985.

FARWEST STEEL CORPORATION
Post Office Box 889
Eugene, Oregon 97440

C. W. Cooley
Treasurer

RECEIVED

STATE OF OREGON)
) SS.
LANE COUNTY)

TO: R. A. Hatch Co. and Gaynetco, Inc., J.V.
10416 N.E. Marx
Portland, Oregon 97220

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST STEEL CORPORATION has a claim in the sum of ELEVEN THOUSAND ONE HUNDRED FIFTY-EIGHT DOLLARS AND FORTY-ONE CENTS ($11,158.41), ($9,358.29 for the Materials and $1,800.12 for Service Charges through 10/31/85, Service Charges continue to accrue at the rate per diem of $4.61 from 11/01/85 until material invoices are paid,) due against the bond taken from R. A. HATCH CO. and GAYNETCO, INC., J.V., as principal and AMERICAN INSURANCE COMPANY, as surety, for the work or labor and materials performed or furnished by us on the ODOT CONTRACT NO. 9877-SIGN POSTS.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

STRUCTURAL STEEL

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above-described, to wit:

OREGON DEPARTMENT OF TRANSPORTATION
Contract No. 9877
Linn/Lane County Line-California State Line
Section of the Pacific and Eugene/Springfield Highway

That said materials and/or labor were furnished to and received by RON PLATT MANUFACTURING, INC. with authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 6TH day of SEPTEMBER, 1985, which labor was performed and/or materials were furnished as follows:

STRUCTURAL STEEL

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 7TH day of NOVEMBER, 1985.

FARWEST STEEL CORPORATION
Post Office Box 889
Eugene, Oregon 97440

C. W. Cooley
Treasurer

RECEIVED
NOV [illegible] 1985

CWC/cav

NOTED

July 17, 1985

R. A. Hatch Co./Gaynetco, Inc., J.V.
P. O. Box 6179
Bend, OR 97708

CON 5

Re: Time Extension Request
Linn/Lane Co. Line-California State Line
Contract No. 9877
FAP No. IR-5-1(107)00

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 62 calendar days is granted due to the performance of additional work under this contract.

The adjusted contract time of completion for this project is 362 calendar days.

/s/ C. O. Fredrickson

for W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:OBJ:mk

bc: C. O. Fredrickson	
Jim Gix	w/att.
Larry Lindley	w/att.
FHWA	w/att.
Bruce Walton	

TE/184

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg

June 11, 1985

FROM: Larry D. Lindley
Larry D. Lindley
Project Manager

TO: Bill Quinn
Region Construction Engineer

SUBJECT: Linn/Lane Co. Line - Calif. State Line
Contract No. 9877
Time Extension Request

Attached is a copy of the contractor's request for an adjustment of contract time for the subject project. We have reviewed their request to change the completion date from June 30, 1985, to August 31, 1985, for an increase of sixty two days. We are making the following recommendations:

1. Increase in the number of sign footings. To date sixty eight sign support footings have been added. The contractor averaged completing six footings per day therefore we could allow twelve days for this item. (68 ÷ 6 = 12 days)
2. Increase in the number of sign supports. To date sixty eight sign supports have been added. Contractor averaged installing five posts per day. We could allow fourteen days for this item. (68 ÷ 5 = 14 days)
3. Additional time to install 139 Exit panels added to contract. (139 panels @ 1 hour each = 139 ÷ 8 = 18 days)
4. Additional time to install wood posts at various locations. (6 posts per day = 1 day)
5. Additional time to install secondary sign supports. (16 various locations @ 2 hours each = 4 days)
6. Additional time to install structure mounted sign - 3 days at Del Rio Road Undercrossing (M.P. 129.21 N.B.)
7. Additional time to plumb existing wood sign posts -- approximately 40 locations @ 2 hours each = 10 days.

Total 62 days

With all of the above additions and changes we have made to this contract we recommend that the contractor be granted the additional 62 days to complete the contract and extra work.

7-16-85

W.E. Schwartz -

I concur with Project Manager and Region and recommend a 62 C.D. time extension.

O.B. Jackson

✓

cc: file

9877

1

Traffic Control
Materials Division/3M

3M Center
St. Paul, Minnesota 55144
612/733 1110

RECEIVED
APR 08 1985
Ans'd............

3M

April 3, 1985

,NOTED
H. S. COULTER

REFER TO
O.B. Richmond
By STATE HWY. ENGR.

F.Y.I.

cc. Richmond
4-30-85
RW

Mrs. Gay Melsheimer, President
Gaynetco, Inc.
10416 NE Marks
Parkrose, OR 97218

Dear Mrs. Melsheimer:

Subject: I-5 Linn County - California Border Sign Contract

This letter is written at the request of our representative, Mr. A.J. Corcoran, concerning the use of reflective sheeting with factory produced splices. The specific material involved is "Scotchlite" Brand Reflective Sheeting, High Intensity Grade, No. 3875 Blue and 3877 Green.

Factory splices when applied to substrates to produce traffic control signs will have no effect on the durability of the material nor will they change or modify the warranty supplied with the material. The use of these splices on signs is standard throughout the United States.

Dean R. Brand

D.R. Brand, Liaison Manager
3M Center
Traffic Control Materials Division
223-3N-01
St. Paul, MN 55144-1000

DRB/ss

dc: A.J. Corcoran
J.B. Wever

3:9
cc: S. Melsheimer
J. Cook
T. Seman
L. Ahrens
file

STATE COPY

RECEIVED STATE HWY ENGR
APR 18 '85
REFER TO Fredrickson FOR
File
Act
Sign
D/R
R/D
Inves
Info

wg 4/22

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

NOTED
W. E. SCHWARTZ

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Lane, Douglas, Josephine, & Jackson	DIVISION Oregon

IN COMPANY WITH: Larry Lindley, Project Manager

DATE OF INSPECTION 3-21-85	INSPECTION MADE BY W. N. Bryant, Area Engineer W. N. Bryant Area Engineer	PROJECT NO. IR-5-1(107)00

QUALITY OF WORK Satisfactory	PROGRESS OF WORK See comments	TIME ELAPSED 65 %	WORK COMPLETED 21 %

LINN/LANE COUNTY LINE - CALIFORNIA STATE LINE
PACIFIC AND EUGENE-SPRINGFIELD HIGHWAYS
Signing

This project provides for the replacement of traffic signs and/or sign supports, overlaying of existing traffic signs with reflectionized sheet aluminum, replacement of sign legend, and other work incidental to this type of project. A contract in the amount of $987,073.75 was awarded R. A. Hatch Company and Gayneto, Inc. on August 17, 1984. Project work began on October 25, 1984.

To date approximately 97% of the required sign footings and 21% of the single post slip base sign supports have been completed. Approximately 13% of the type "AA" sign overlays and 22% of the type "C&D" sign overlays have been completed. No work has been done on the type "BB" signs and type "BB" sign overlays.

Several changes to fit existing field conditions have been made to date. These changes include increases in bid item 9, sign support footings (+$32,600), bid item 10, structure mounts (+$9,000), bid item 11, single post slip base supports (+$21,300) and bid item 13, breakaway sign supports (+$2,063) for a total increase of $64,363 which will be covered by price agreements. In addition, work to be completed under bid item 14, type AA signs increased by 3114 sq ft, bid item 15, type BB signs increased by 101.5 sq. ft., bid item 18, type AA sign overlay decreased by 53.3 sq ft, bid item 19, type "BB sign overlay decreased by 29.5 sq ft, and bid item 20, type C&D sign overlay increased by 18 sq ft for a net overall increase of $51,700.

All sign materials are being tested and inspected at the place of manufacture and are again inspected for damage during erection. Project records indicate that all materials being incorporated in to the work are in reasonably close conformance with specification requirements.

Form FHWA-1446A (Rev. 2-84) (Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used)

A spot check of completed installations was made and the completed work was found to be well done and acceptable.

As can be seen at the top of this report, the contractors' work is presently behind schedule. The project manager has written the contractor a letter advising him of this problem and requested a revised and updated schedule showing how he intends to complete the remaining work within the contract time remaining. The contractor has also requested a time extension to August 31, 1985 (original contract time expires on June 30) due to additional work added to the contract. This request is presently under consideration by the State.

#########

9877

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IR-5-1(107)00

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-21-85

4. PROGRAM NO.

5. ITEM NO.
40125

2A. COUNTY NAME
Douglas, Jackson, Josephine, Lane and Linn

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
11/30/84

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:
Linn County Line - California State Line

11. GENERAL DESCRIPTION OF WORK
Furnish and install guardrail to protect tri-faced type "AA" guide sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/30/84 as requested in Mr. Fredrickson's letter of 1/30/85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $2,000; Federal Funds $1,844.

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO
Potter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to
2/25

14. DATE
2/21/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(107)00
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Douglas, Jackson, Josephine, Lane, & Linn
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40125
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/27/84
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1
10. GENERAL LOCATION:

Linn County Line - California State Line

11. GENERAL DESCRIPTION OF WORK

Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 6/25/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $943,444; Federal Funds $870,043.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

RECEIVED
STATE HWY ENGR
JUL 3 '84
REFER TO
Potter
FOR
Info Invest R/D D/R Sign Act File

14. DATE 6/27/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

June 20, 1984
IN REPLY REFER TO
HFO-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IR-5-1(107)00
Linn County Line - California State Line
Lane, Douglas, Jackson & Josephine Counties

Reference is made to Mr. Potter's letter of June 9, 1984 requesting PS&E approval of the subject project for a five week period with bids to be received on July 26, 1984. PS&E submission of documents is not complete in that the Special Provisions have not been received.

Also, the late submission of plans (received June 20) precluded the necessary field review that is required for this project.

When a complete PS&E is submitted so as to provide a timely review your request for advertising will be considered.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUN 21 '84
REFER TO
Bothman
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
ROBERT N. BOTHMAN

ag 6-25
Potter

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 24-1

TO: J. J. Gix
Region 3 Engineer

DATE: February 10, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Sign Project
Linn County Line-California State Line Section
Pacific Highway and Eugene-Springfield Highway
Jackson, Josephine, Douglas, and Lane Counties

NOTED
E. S. HUNTER

As mentioned in my letter dated January 30, 1984 and in conversations with J. X. Wilson, the above project now includes not only the guide signs but also warning and regulatory signs. All interchange signing is also eligible, including the advance signing on the intersecting roadway. For the inventory of the interchange signing, we recommend that you use copies of the "as constructed" sign plans of the interchanges.

This project is to be contracted during fiscal year 1984. In order to have time to prepare the contract, the survey should be completed and returned to this office by March 12, 1984.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

SRW:ds

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES

FEB 16 '84

REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Act	File

81-123-1387

9877

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 24-1

TO: E. L. Hardt
Metro Region Engineer

DATE: February 10, 1984

RECEIVED
TECHNICAL SERVICES
FEB 13 '84
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Sign Project
Washington State Line-Linn/Lane County Line Section
Pacific Highway
Linn, Marion, Clackamas, Washington, and Multnomah Counties

The above project is currently scheduled for the fiscal first quarter of 1985. The purpose of this project is to upgrade the existing signing on Interstate 5 in Metro Region and Region 2.

Originally, the intent of the project was to upgrade only the guide signs on the freeway itself. We now wish to upgrade all signing on the freeway and within the interchange, including all control signing. All control signing on the intersecting road necessary for proper traffic operation of the interchange should also be included.

In order to prepare this project for contract, we will need an inventory of all signs on Interstate 5 and its interchanges. The inventory should list all signs -- regulatory, warning, and guide signs -- that need to be replaced or upgraded. The major items that the survey should consider are:

1. Reflectivity of legend or background (nighttime visibility).
2. Faded, discolored, or weathered background.
3. Damage to sign or supports.
4. Missing or poor quality legend.
5. Plywood or sandwich type backboard.
6. Vandalism.

NOTED
E. S. HUNTER

Glen Hossner FHWA
CC 2-14-84

The survey should list the signs to be refurbished on the freeway by mile point. Included in this item should be any work necessary to repair or replace the sign support system and any work necessary to insure the breakaway action of the supports. For the interchanges, I recommend that a copy of the construction sign plans be used to locate those signs that are to be refurbished. Please show all interchange sign additions or revisions on the same drawings if possible.

In April 1982, your office submitted sign inventories of the freeway guide signs to be replaced or upgraded. These inventories should be updated if necessary and should include the information requested above.

81-123-1207

Attached for your information is a copy of a memorandum from the Federal Highway Administration concerning the mounting of motorist service signs on breakaway sign supports.

Will you please initiate the survey authorizations as soon as possible if you have not already done so.

The completed inventories should be returned to me no later than June 1, 1984.

George

L. E. George
Traffic Engineer

LEG:SRW:ds
Attachment

cc: E. S. Hunter
C. O. Fredrickson

9177

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: General Motorist Service Signs
Interstate 5 & Interstate 84

Date: January ~~1~~27, 1984

From: Division Administrator

Reply to Attn. of: HFO.3-OR/600
X-Ref. 520.6 &
IR-5-1(104)00

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
H. S. COULTER

copy to 1-5
Ira

During the past several years this office has, on several occasions, expressed considerable concern relative to possible safety hazards that could result from the practice of mounting general motorist service signs between the hinge point and slip base of highway signs. This practice could prevent the sign structure from functioning as originally intended when impacted by an out of control vehicle.

The need to provide general motorist service signing for the same service covered by specific service signing (LOGO's) has also been questioned. The MUTCD does however, permit both types of service signing if the need is based on a statewide policy for such signing.

As discussed with Messrs. George and Adams of your staff the upcoming Interstate 4R projects to repair or replace deteriorated guide signs on I-5 and I-84 are considered to be the opportune time to correct these non-conforming problems and potential hazardous conditions. Please provide for these changes during development of the PS&E documents for these projects.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (L E George)
OSHD (J H Versteeg)

1-24-84
Thru L George
Pls. include these safety corrections in the sign refurbishing contracts
1-24-84 E.H.

RECEIVED
STAT. HWY ENGR
JAN 18 '84
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(104)00

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Douglas - Jackson
Lane - Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40125

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/17/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Linn County Line - California State Line

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering upgrade signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $27,500 - FF $25,360
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 1/13/84.

RECEIVED
STATE HWY ENGR
JAN 20 '84
REFER TO Potter
FOR
Info

Orig to
1/20

14. DATE 1/17/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1984 Hood River-The Dalles Sec, 9878
Columbia River Hwy.
(drainage)

9x77

jc   cc: OSHD (lien)   **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Hood River & Wasco	DIVISION Oregon
DATE OF REPORT February 6, 1986	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. IR-84-2(11)64
COMPLETION DATE (Actual) November 30, 1984	ACCEPTANCE DATE BY CONRTACT AGENCY November 19, 1985	TIME ELAPSED N/A %	CONTRACT TIME Specified completion date 11/30/84

LOCATION

Between M.P. 64.69 and 85.51 on I-84 in Hood River & Wasco Counties, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HOOD RIVER - THE DALLES SECTION
COLUMBIA RIVER HIGHWAY
Drainage

This project provided for the construction of median drainage facilities to improve runoff handling capabilities.

The project is now complete and acceptance of the project is recmmended. A final inspection of the completed work was made on May 20, 1985.

All participating work has been completed.

State Force Order No. 3 provided for grinding, patching and sealing of the concrete wearing course at certain work sites. This work was discussed in Inspection Report No. 2. Price Agreement No .4, in the amount of $1,300, penalized the contractor for non-specification surface tolerance. The grinding work included in SFO No. 3 corrected the rough surface documented in Price Agreement No. 4.

The final cost of the original contract items was $377,671.90 or 2.6 percent overrun of the contract bid amount of $368,085.00. The final cost of the project including all changes and engineering was $444,541.04.

- DBC -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 11 '86
REFER TO
Fredrickson

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by Carter		SIGNATURE Original Signed by G. K. HOSSNER Field Oper	
TITLE Area Engineer	DATE FEB - 7 1986	TITLE Field Operations Engineer	DATE FEB 10 1986

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(11)64

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Hood River and Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40170

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 2, 1985

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Hood River - The Dalles Section

11. GENERAL DESCRIPTION OF WORK
Grinding, Patching and sealing the asphalt concrete wearing course placed in backfill of sewer pipe excavation.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7-2-85 as requested in Mr. Fredrickson's letter of 1-10-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $14,000;
Federal Funds $12,910.

RECEIVED
STAT.. HWY ENGR
JAN 24 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
1/24

14. DATE 1/23/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassan

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

December 19, 1985

CON 5
#9878

Industrial Indemnity Company of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

On November 21, 1985 we wrote to you concerning release of final payment on Contract No. 9878 awarded to Don Haisch Construction, Inc. for drainage work on the Hood River-The Dalles Section of the Columbia River Highway in Hood River and Wasco Counties.

Final payment on this contract is $3,700.00 and the total contract amount is $378,962.40. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: Don Haisch Construction, Inc.
2119 SE 186th
Portland, OR 97233
bc: C. O. Fredrickson
Walt Hart
Dale Allen

9878

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 19, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9878, On Site Work Substantially Completed November 30, 1984
All Work Completed	August 9, 1985
Project	Hood River-The Dalles
Highway	Columbia River
County	Hood River-Wasco
Type of Work	Drainage
Contractor	Don Haisch Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-21-85 - surety letter written (ac)

noted
RWGormsen

RECEIVED
NOV 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

[illegible]

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-173		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Hood River
MODIFICATION NUMBER 2	10-23-85	Project Number IR-84-2(11)64

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 3, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 425,712.00	$ 437,757.00
Federal funds	$ 392,591.00	$ 403,699.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 17, 1985

FEDERAL AID PROJECT NO. IR-84-2(11)64

Hood River - The Dalles Section
Columbia River Highway
Hood River County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
Drainage (M.P. 64.69 to M.P. 85.51)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cold Plane Pavement Removal	$16.50	1,590	$26,235.00	2,320	$38,280.00
			$26,235.00		$38,280.00

Increase	$ 12,045.00
Subtotal from Previous Estimate	370,185.00
Subtotal	$382,230.00
Engineering	55,527.00
Total	$437,757.00

Length of Project ----------------- 20.82 miles

Federal Funds (92.22%)	$403,699.00
State Funds	34,058.00
TOTAL	$437,757.00

Group 1: 100%
Contract No. 9878
Prefix: 633-1948 P.E.
C09878

RLC:me

9878 STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8·76	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Hood River & Wasco
MODIFICATION NUMBER 1	8 01 85	Project Number IR-84-2(11)64

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 3, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$420,160.00	$425,712.00
Federal funds	$387,471.00	$392,591.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of AUG, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXBy For: W. S. Hunter

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 21, 1985

FEDERAL AID PROJECT NO. IR-84-2(11)64

Hood River - The Dalles Section
Columbia River Highway
Hood River and Wasco County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
Drainage (M.P. 64.69 to M.P. 85.51)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Subtotal as on Estimate of October 1, 1984					$370,185.00
Engineering					55,527.00
TOTAL					$425,712.00

Length of Project ------------------- 20.82 miles

Federal Funds (92.22%)	$392,591.00
State Funds	33,121.00
TOTAL	$425,712.00

Group 1: 100%
Contract No. 9878
Prefix: 633-1948 P.E.
C09878

RLC:me

9878

TO BE COMPLETED BY FHWA 10-52	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 10-3-84	STATE Oregon COUNTY Hood & Wasco PROJECT NO. IR-84-2(11)64

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hood River - The Dalles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-17-84	20.82
OTHER *(Specify)*		

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 420,160.00	FEDERAL FUNDS $ 387,471.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 10-3-84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 1, 1984

FEDERAL AID PROJECT NO. IR-84-2(11)64

Hood River - The Dalles Section
Columbia River Highway
Hood River and Wasco Counties

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Drainage (M.P. 64.69 to M.P. 85.51)

Mobilization	Lump Sum	All	Lump Sum	$ 30,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	15,000.00
Temporary Signs	Sq. Ft.	904	5.00	4,520.00
Temporary Barricades	Each	8	100.00	800.00
Temporary Plastic Safety Markers	Each	200	45.00	9,000.00
Sequential Arrow Signs	Each	4	1,000.00	4,000.00
Flaggers	Hour	1,200	16.50	19,800.00
Ditch Excavation	Cu. Yd.	42	25.00	1,050.00
Cold Plane Pavement Removal	Sq. Yd.	1,590	16.50	26,235.00
Trench Excavation	Cu. Yd.	680	15.00	10,200.00
12-inch Storm Sewer Pipe	Lin. Ft.	3,400	12.00	40,800.00
18-inch Storm Sewer Pipe	Lin. Ft.	90	24.00	2,160.00
12-inch Slotted Drain Pipe	Lin. Ft.	2,500	36.00	90,000.00
Extra for Pipe Under A.C. Pavement	Lin. Ft.	5,170	16.00	82,720.00
Extra for Pipe Under P.C.C. Pavement	Lin. Ft.	48	175.00	8,400.00
Concrete Inlets, Type G-2	Each	72	325.00	23,400.00
				$ 368,085.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,100.00
	Subtotal	370,185.00
	Engineering	49,975.00
	Total	420,160.00

Length of Project ---------------- 20.82 miles

Federal Funds (92.22%)	$ 387,471.00
State Funds	32,689.00
TOTAL	$ 420,160.00

Group 1: 100%
Contract No. 9878
Prefix: 633-1948 P.E.
633-1037

CL:me

OREGON STATE HIGHWAY DIVISION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Hood River - The Dalles	WEEK ENDING: March 9, 1985 SECTION PREFIX: 633-1037
	HIGHWAY: Columbia River	COUNTY: Hood River and Wasco
NAME OF JOB: Hood River - The Dalles	KIND OF WORK: Drainage	
CONTRACTOR: Don Haisch Construction, Inc.	CONTRACT NUMBER: 9878	FED. AID PRO. NO.: IR-84-2(11)64
DATE OF CONTRACT: August 17, 1984	DATE WORK STARTED: September 5, 1984	ESTIMATED COMPLETION DATE: November 30, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS:	WORK DAYS USED: CALENDAR DAYS USED: 106
PROJECT AUTHORIZATION: $420,159.98	SPECIFIED COMPLETION DATE: November 30, 1984	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $386,843.33	ENGINEERING AUTHORIZATION: $33,316.65	% OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EST. COST OF COMPLETED PROJ. EXCLUSIVE OF ENGR.: $370,185.00	ENGINEERING COST TO DATE: $40,500.00	% OF CONTRACT COMPLETED BASED ON TOTAL AUTHOR.: 100
ESTIMATED PERCENTAGE: UNDERRUN 4.5 %	PERCENT OF AUTHORIZATION: 122.6%	DATE PROJECT WAS COMPLETED: November 30, 1984

ESTIMATED PERCENT COMPLETE (ROADWAY)

PAVEMENT REMOVAL	DRAINAGE				
100	100				

	PAVEMENT REMOVAL	DRAINAGE			
MILES IN PROJECT:	20.82	20.82			
MILES PARTIALLY COMPLETED:					
MILES COMPLETED:	20.82	20.82			
TOTAL ESTIMATED QUANTITIES (CONTRACT):	1,590 SY	5,990 LF			
TOTAL QUANTITIES CORRECTED TO DATE:	2,081 SY	5,990 LF			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE:	2,081 SY	5,990 LF			
AVERAGE DAILY QUANTITIES:					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME:					
NUMBER OF SHIFTS PER DAY:					
HOURS PER SHIFT:					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.:										
PERCENT:										

DAY & DATE		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	3	Cloudy- Mild	0		
MONDAY	4	Clear - Mild	0		
TUESDAY	5	Fair - Mild	0		
WEDNESDAY	6	Fair - Mild	0		
THURSDAY	7	Fair _ Mild	0		
FRIDAY	1	Cloudy- Mild	0		
SATURDAY	2	Cloudy- Mild	0		

CE F CAE RECEIVED LS TC
COE OM SA CC
OE MAR 11 1985 FE CP
CA POC
CAM CONSTRUCTION QCS
EEO SECTION FILE

HOOD RIVER - THE DALLES
GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	3	No work.
MONDAY	4	No work.
TUESDAY	5	No work.
WEDNESDAY	6	No work.
THURSDAY	7	Semifinal estimate submitted.
FRIDAY	1	No work.
SATURDAY	2	No work.

REMARKS

This week: Semifinal estimate and supporting data submitted on March 7, 1985.

Next week: Final weekly report.

SIGNED W. Reid Meritt LOCATION The Dalles
W. Reid Meritt, Project Manager

__CONSTRUCTION, 3; __W/BRIDGES, 4; __REGION 4; __FILE

1278

rll

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☒ INITIAL INSPECTION

12-4-84

☐ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Hood River & Wasco	DIVISION Oregon
IN COMPANY WITH R. Meritt, Project Manager, OSHD			
DATE OF INSPECTION 12/4/84	INSPECTION MADE BY Original Signed by D. B. Carter Area Engr. D. B. Carter, Area Engineer		PROJECT NO. IR-84-2(11)64
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

HOOD RIVER - THE DALLES SECTION
COLUMBIA RIVER HIGHWAY
Drainage

This project provides for the construction of median drainage facilities to improve runoff handling capabilities on this section of the freeway.

The project is now essentally complete except for
1) some added work to do some extra cold milling,
2) install additional slotted drain pipe, and
3) place some riprap around some of the drainage outfalls.

The placement of the riprap was not included in the original plans but was added to the work after some erosion was discovered at several of the drainage outfalls. This work will be included in an appropriate change order.

The contractor was doing some of the extra cold milling at the time of this inspection. This work is being done to obtain a better gutter line.

Mr. Meritt noted that observations made of the completed work during recent wet weather indicate that the drainage system is working well and that water problems should be greatly reduced as a result of the work. However, because of the flat grades along some parts of this section are intermittent depressions and rutting some

NOTED
W. E. SCHWARTZ cy 12/18

RECEIVED
STATE HWY ENGR.
DEC 17 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA-1446A
(Rev. 2-84)

travel lane areas may need patching to obtain full drainage. This work would be beyond the scope of this project and should be accomplished by other means.

The final project cost should be within the project authorizations.

9878

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

Date: August 13, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Hood River-The Dalles Section
Columbia River Highway
Hood River and Wasco Counties
Contract Award

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on August 9, 1984 with Don Haisch Construction Inc. submitting the low bid in the amount of $368,085.00. The low bid is $45,917.00 or 14.2% over our Engineer's Estimate of $322,168.00. Three other bids were received in the amounts of $377,435.00, $447,077.00 and $822,254.00.

Our Engineers have reviewed the contractors bid prices and recommend the low bid be accepted. Enclosed is a copy of Mr. Jackmond's memo of August 9, 1984 providing information concerning errors in the Engineers Estimate, which when corrected makes the low bid 4.8% over the estimate.

I feel it is in the public interest to accept the low bid, since it is not likely that a lower proposal would be received with another advertising for bids.

Federal Highway Administration Endorsement

Date ______________________________

Tentative Concurrence
Dale E. Wilken
Division Administrator

CL:bkb
cc: O.B. Jackmond
General Files

Form 734-3122

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1 FEDERAL-AID PROJECT NO
IR-84-2(11)64

2 STATE PROJECT NO
See below

2A COUNTY NAME
Hood River
Wasco

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4 PROGRAM NO

5 ITEM NO
40170

6 TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 23 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Att	File

7 DATE AUTHORIZATION EFFECTIVE
7-17-84

8 FEDERAL ROUTE NUMBER
Interstate 84

9 STATE ROUTE NUMBER
Primary 2

10 GENERAL LOCATION
Hood River - The Dalles Section

11 GENERAL DESCRIPTION OF WORK
Special Drainage

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 7-12-84

13 REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 7-13-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $368,044 Federal Funds $339,410.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to compy with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14 DATE
7/17/84

15 SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

16 TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9678

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-84-2(7)64

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Hood River

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40170

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3-13-84

8. FEDERAL ROUTE NUMBER: Interstate 84

9. STATE ROUTE NUMBER: Primary 2

10. GENERAL LOCATION:

Hood River - The Dalles Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $6,150 - FF $5,671
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 3-6-84.

RECEIVED
STAT HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
3/29

14. DATE: 3-13-84

15. SIGNATURE OF APPROVING OFFICIAL: Robert B. Hathaway

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-78)

PREVIOUS EDITIONS MAY BE USED

9271 1-84

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Wasco Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Hood River--The Dalles

REGION 4

Hwy #2 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 133-1943

DATE 1-18-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,000.	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		750
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 6,150
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IR-84-3(7)64

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
cy Adams Reed
DM cy Macnab
2 Edwards E
Terpin
3 Trout
cy Wakeling

RECEIVED
APR 10 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

PREPARED BY Hagedorn	DATE 1/18/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X Robert Allen	DATE 1/18/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 3-1-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

oc

PROJECT PROSPECTUS
PART 1 - ROJECT REQUEST

6 YR HIP Update
1984-89

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01917

SECTION ~~M.P. 64.69--M. P. 86.77, Interstate 84~~ Hood River - The Dalles			REGION 4
STATE HIGHWAY # 2	HIGHWAY NAME Columbia River	MILE POST FROM 64.69 TO 86.77	LENGTH 22.08
☐ URBAN ☒ RURAL	CITY	COUNTY Wasco	ROAD/STREET NAME
ROUTE # I-84	FEDERAL AID # I-084	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 10.	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	0
ROADWAY	$ 337.		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 27.		Drainage	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 146.		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 510.	WORK TYPE (1-12)	12	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 520.				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE FA1	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	10,000	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM
Water stands along the GM median barrier and at transition points at the ends of horizontal curves.

PROPOSED SOLUTION
Install slotted drain pipes, catch inlets and culvert pipe. Enlarge, and clean the drainage scuppers through the GM barrier. (A recon survey accompanies this document.)

REQUESTED, REGION ENGINEER X Dale D Allen	DATE 5/1/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION ~~M.P. 64.69--M.P. 86.77, I-84~~ Hood River - The Dalles	KEY ID # 01917 REGION 4

PROJECT JUSTIFICATION

Hazardous driving conditions are prevalent each time a rain occurs. Not only driver control problems from running through the ponded water, but the splashing causes unanticipated visual problems. Freezing conditions, with median drains blocked by sand and ice is obviously worse.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1917

SECTION Hood River--The Dalles

REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	E	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10'		12'	12'	8'4"	12'	12'		10'				
							NO CHANGE									

PROPOSED

SUGGESTED BASE DESIGN					
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
No additional surfacing--project will involve slotted drain pipes, catch inlets, culverts, etc.					

STRUCTURE DATA							
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

1984 E. Park St.-Union Ave.(Grant 9879
Pass)Sec, Redwood & Jacksonville Hwys.
(gr, pav, traffic sigs, lands)

.. 9879

November 21, 1985

United States Fidelity
& Guaranty Co.
100 West Harrison Plaza
North Tower, Suite 300
P.O. Box C19104
Seattle, WA 98109

CON 5
#9879

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 9879 awarded to Gary Peterson for work on East Park Street-Union Avenue (Grants Pass) Section of the Redwood and Jacksonville Highways in Josephine County.

Final payment on this contract is $1,500 and the total contract amount is $55,265 including $973.11 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Gary Peterson
910 S.E. M Street
Grants Pass, OR 97526

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FKN:arc

NOTED ON CARD
11-21-85 ac

9879

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9879, On Site Work Substantially Completed December 10, 1984

All Work Completed May 1, 1985

Project E. Park St.-Union Ave. (Grants Pass)

Highway Redwood and Jacksonville

County Josephine

Type of Work Grading, paving, traffic signals & landscaping

Contractor Gary L. Peterson Excavation

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

7877

N

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

September 17, 1985

Emerson Hamilton
Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97440

CON 5

You have expressed confusion regarding a statement I made at our August 30 meeting about a time extension for Contract No. 9879 in Grants Pass.

I don't recall the exact details, but your example involved additional electrical work which was added after the original contract time had elapsed. As I recall, the additional work was relatively minor and involved approximately four days. At the same time, there was still contract work to be done by others which was not impacted by the additional electrical work.

In this particular case, I would say that no additional time should have been given for the added electrical work because it was not critical to the completion of the project work and did not actually extend the time to complete.

As a general statement, when extra work is added to the original contract, additional time is approved if it can be shown that the additional work actually caused the completion of the total project work to be delayed. If the extra work does not delay the project completion and is not critical to completion of the original contract work, no time would be given.

I hope this reply helps to explain our position of additional contract time for extra work.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

WES:sl

cc John Gervais w/att.

bc w/att.
Larry Rulien
C. O. Fredrickson

Form 734-3123

HAMILTON ELECTRIC
ELECTRICAL CONTRACTING

RECEIVED
STATE HWY ENGR
SEP 11 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

September 10, 1985

Mr. W.E. Schwartz
Asst. State Highway Engineer
for Operations
Transportation Building
Salem, Oregon 97310

Dear Pat:

I appreciated your time and cooperation in the hearing August 30 on the Grants Pass Project, OSHD No. 9879. Your problem solving attitude is appreciated also.

During the meeting you made a statement that confuses me. As I understand it, you stated that if Price Agreement or Force Account work is directed by the OSHD occurs at sometime during the course of the contract, the contractor is not entitled to a time extension if any of the original contract work remains to be completed at the time the calendar day count expires on the project.

Will you please confirm if my interpretation of your policy statement is correct, or correct it if it is not correct.

Very truly yours,

Emerson Hamilton

EH:rl

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

April 25, 1985

CON 5

Gary Peterson Excavating
910 Southeast M
Grants Pass, Oregon 97526

Time Extension Request
E. Park St.-Union Ave. Bikepath
Contract No. 9879

Your resubmittal of a request for additional contract time in which to complete the above project has been reviewed. The present submittal contains no data that were not considered in our January 21, 1985 response.

The reason for late completion of this project was a late delivery of materials. The late delivery of materials is a matter between you, your subcontractor and/or the supplier and is not a valid reason for adjustment of contract time in accord with the contract provisions.

Your request remains denied. There remain 36 calendar days of liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
Ron Busey w/att.

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: March 6, 1985

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
E. Park St.-Union Ave. Bikepath
Contract 9879

The contractor on this project has resubmitted a request for a time extension but has not submitted any new data that would cause us to change our previous decision. I once again recommend we deny his request for 36 days.

wjq/cjb

Attach.

CE__ CAE ✓ RECEIVED LS..... TC.....
COE.... OM.... SA.....CC.....
OE .... MAR 07 1985 FE......CP.....
CA............ POC.........
CAM .... CONSTRUCTION OCS.........
EEO.......... SECTION FILE.........

4-23-85

W. E. Schwartz –

I concur with Region and recommend that this request again be denied.

O. A. Jackmond

1367

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION E.Park St-Union Ave (Grants Pass)	WEEK ENDING February 9,1985
		SECTION PREFIX 817-1122
	HIGHWAY Redwood&Jacksonville	COUNTY Josephine
NAME OF JOB E.Park St-Union Ave	KIND OF WORK Grading, Paving, Signals&Landscaping	
CONTRACTOR Gary Peterson,Exc	CONTRACT NUMBER 9879	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT August 16,1984	DATE WORK STARTED August 12, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 96
PROJECT AUTHORIZATION: $74,626.81	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 160
EXCLUSIVE OF ENGINEERING: $68,109.18	ENGINEERING AUTHORIZATION $6,517.63	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $56,515.54	ENGINEERING COST TO DATE $11,436.58	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN -17 %	PERCENT OF AUTHORIZATION 175 %	DATE PROJECT WAS COMPLETED: December 10,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	0	100	0	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.42				.42
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.42				.42
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,125cy				350tn
TOTAL QUANTITIES CORRECTED TO DATE	530cy				420tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	530cy				420tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
FEB 1[illegible] 19[illegible]
CONSTRUCTION SECTION

CE F CAE .... LS...... TC......
SA...... CC......
COE ... OM....
PE ...... CP ....
OE ....
FQC ....
CA............
CAM .... GCS............
LEO............ FILE ....

CONTR. NO: 9879 DATE: Feb.09, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3 SUNDAY	No activity.
4 MONDAY	No activity
5 TUESDAY	No activity
6 WEDNESDAY	No activity
7 THURSDAY	No activity
8 FRIDAY	No activity
9 SATURDAY	No activity

REMARKS

STATUS: The Semi-final estimate and third notification have been submitted and no further reports will be forthcoming.

VISITORS:

NEXT WEEK:

Dobb
For Maude
SIGNED

Medford
LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 21, 1985

In Reply Refer to
File No.:
CON 5

Gary L. Peterson Excavating
910 SE "M"
Grants Pass, OR 97526

Re: Time Extension Request
E. Park St.-Union Ave. (Grants Pass)
Contract No. 9879

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 40 calendar days of contract time due to late return of drawings and due to late delivery of pedestrian signal equipment.

The drawings were processed and returned to you in a period of 19 days. The contract allows a 20 day time period for the State's review of drawings. There was no delay by the State and this portion of your request is denied.

The late delivery of materials is not a valid reason for adjustment of contract time (see Section 108.09 of the contract Standard Specifications). This portion of your request is also denied.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Bill Maude.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Jim Gix w/att.
Bill Maude w/att.

TE/133

Form 734-3122

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: December 21, 1984

W. J. Quinn

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
E. Park St. - Union Ave. Bikepath
Contract 9879

I have reviewed the request for a time extension with Vern Neiswanger and I concur with his recommendation to not grant the time extension. The time required for approval of the plans was within the deadline and the extra work for wiring was completed before the traffic signal equipment arrived at the job site. We did not cause any delay and a time extension is not justified.

wjq/cjb

1-18-85

Attach.

W. E. Schwartz -

I concur with Region and Project Manager and recommend that this request be denied.

O. B. Jackman

CE.... CAE.... **RECEIVED** LS____ TC____
CDE.... OM.... SA........ CC____
OE .... DEC 26 1984 FE ...... CP____
CA............ POC________
CAM ________ **CONSTRUCTION** OCS________
EEO________ **SECTION** FILE.________

9877

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: May 23, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Sardine Creek Road-7th Street West (Gold Hill)
Sams Valley Highway
Jackson County

East Park Street-Union Avenue (Grants Pass)
Redwood Highway
Josephine County

The 2 subject bikeway projects are scheduled for bid opening June 14, 1984.

It is important that the apparent low bidder be contacted immediately after bid opening and the contract awarded, executed and returned by the contractor so that the funds can be considered contracted in this Fiscal Year.

By copies of this letter I will notify the appropriate personnel to expedite the process on these two projects.

In the future, we should strive to place our bikeway contracting activities in the Fiscal Year early enough to give us time to process them in the normal manner.

GAP:pf

cc: Frank Terpin
Bob Gormsen
Hank Wakerlig
Steve Macnab

NOTED
J. GRASSMAN

RECEIVED
MAY 23 1984
LOCATION
SECTION

REFERRED TO
Grassman
By Location Engineer

81-125-1307

1984 Lombard St.-Marine Dr. (Ptld) 9880
Sec,FAU 9958 N. (gr, pav, illum,
storm sewer, water main)

9 , ,

jc cc: O[illegible]D (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 10/24/86	REPORT MADE BY T. P. Lowe, Area Engineer TPL		PROJECT NO. IX-9958(2)
COMPLETION DATE (Actual) 4/18/85	ACCEPTANCE DATE BY CONRTACT AGENCY 4/2/86	TIME ELAPSED 100 %	CONTRACT TIME CDC
LOCATION SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LOMBARD ST. - MARINE DR. CONNECTION (PORTLAND)
FAU 9958 - NO. LOMBARD ST. - NO. MARINE DR
Grading, Paving, Illumination, Storm Sewers, & Water Main

Project Description:

This project provided for the construction on new alignment of the roadway portion of the subject section. Work involved earth work through the construction of the pavement structure. The final section is a 40 foot PCC curbed roadway.

The project was completed prior to the specified completion date of 5/31/85.

The final cost of $817,000 was less than one percent over the original authorization.

- TPL -

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ wy
10/31

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T P Lowe		SIGNATURE G. K. Hassner	
TITLE Area Engineer	DATE 10/27/86	TITLE District Engineer A	DATE 10/29/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9720

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-180 + 181 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Multnomah Project Number IX-9958(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 19, 19 84 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 813,026.00	$ 855,937.00
Federal funds	$ 691,070.00 -0-	$ 691,070.00 (580) 36,474.00 (177)
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

fo Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon August 2, 1986

Federal-Aid Project No. IX-9958(2)

Lombard St.-Marine Dr. (Portland) Section
Lombard St. and Marine Dr.
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. "D" 0+00 to Sta. "D" 27+88.75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cement Treated Base Mixture	$14.90	4,330	$ 64,517.00	5,000	$ 74,500.00
Class "C" Asphalt Concrete	32.00	2,050	65,600.00	3,079	98,528.00
			$130,117.00		$173,028.00

Increase	$ 42,911.00
Subtotal from Estimate of September 17, 1984	662,123.10
Subtotal	$705,034.10
Engineering	89,385.90
Total	$794,420.00

Type Code Y030
Illumination

Total as on Estimate of September 17, 1984	$ 50,167.00

Length of Roadway ------------------- 0.473 mile
Length of Structure ----------------- 0.051 mile
TOTAL LENGTH 0.524 mile

Cost of Roadway Per Mile ------------ $1,679,534.88

Retain in Reserve

Portland (Bureau of Water)	Lump Sum	All	Lump Sum	$ 10,000.00
			Subtotal	$ 10,000.00
			Engineering	1,350.00
			Total	$ 11,350.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Roadway	177	$ 42,911.00	$ 36,474.00	$ 6,437.00
Roadway	580	751,509.00	638,782.00	112,727.00
Illumination	580	50,167.00	42,641.00	7,526.00
SUBTOTAL		$844,587.00	$717,897.00	$126,690.00
Reserve	580	11,350.00	9,647.00	1,703.00
TOTAL		$855,937.00	$727,544.00	$128,393.00

Group 1 = 100%
Contract No. 9880
Prefix: 726-1958
Prefix: C09880

RLC:me

9880

STATE COPY

TO BE COMPLETED BY FHWA 10-56	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 9-19-84	STATE Oregon COUNTY Multnomah PROJECT NO. IX-9988(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lombard Street - Marine Drive (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	6-6-84	0.526

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 85 %
$ 813,026.00	$ 691,070.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator SEP 19 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 17, 1984

FEDERAL AID PROJECT NO. IX-9958(2)

LOMBARD ST.-MARINE DR. (PORTLAND) SECTION
LOMBARD ST. AND MARINE DRIVE
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
ROADWAY (Sta. "D" 0+00 to Sta. "D" 27+88.75)

Mobilization	Lump Sum	All	Lump Sum	$ 48,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	11,000.00
Temporary Barricades, Type III	Each	6	120.00	720.00
Filling Abandoned Sewers	Cu. Yd.	100	65.00	6,500.00
General Excavation	Cu. Yd.	5,602	3.70	20,727.40
Trench Excavation	Cu. Yd.	10,633	3.10	32,962.30
Impervious Backfill	Cu. Yd.	95	20.00	1,900.00
Granular Trench Backfill	Cu. Yd.	1,488	3.75	5,580.00
Foundation Stabilization	Cu. Yd.	1,755	11.00	19,305.00
Exploring Excavation	Cu. Yd.	50	12.00	600.00
Sand Bedding and Backfill	Cu. Yd.	20	18.50	370.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	5,000.00
1 1/2"-0 Aggregate Base	Ton	50	25.00	1,250.00
Cement Treated Base Mixture	Ton	4,330	14.90	64,517.00
Portland Cement CTB Mixture	Ton	238	78.00	18,564.00
Class "C" Asphalt Concrete	Ton	2,050	32.00	65,600.00
10-inch Storm Sewer Pipe	Lin. Ft.	258	22.80	5,882.40
18-inch Storm Sewer Pipe	Lin. Ft.	361	32.60	11,768.60
30-inch Storm Sewer Pipe	Lin. Ft.	300	48.90	14,670.00
36-inch Storm Sewer Pipe	Lin. Ft.	400	55.90	22,360.00
42-inch Storm Sewer Pipe	Lin. Ft.	615	78.50	48,277.50
48-inch Storm Sewer Pipe	Lin. Ft.	297	90.15	26,774.55
54-inch Storm Sewer Pipe	Lin. Ft.	488	107.20	52,313.60
Extra for 42-inch Bevelled Pipes	Each	6	200.00	1,200.00
Extra for 48-inch Mitered Bends	Each	1	915.00	915.00
Extra for 54-inch Mitered Bends	Each	1	1,100.00	1,100.00
48-inch Closure Collars	Each	2	420.00	840.00
54-inch Closure Collars	Each	2	580.00	1,160.00
18-inch Removable Watertight Plug	Each	1	145.00	145.00
3/4"-0 Bedding Material	Cu. Yd.	433	10.00	4,330.00
Concrete Manholes, 48-inch	Each	6	1,790.00	10,740.00
Concrete Manholes, 60-inch	Each	2	3,040.00	6,080.00
Concrete Manholes, 72-inch	Each	3	3,390.00	10,170.00
Special Manholes, No. 11	Each	1	7,150.00	7,150.00
Concrete Inlets, Type CG-2	Each	9	695.00	6,255.00
Guard Rail, Type 2A	Lin. Ft.	630	12.40	7,812.00

Guard Rail, Type 3	Lin. Ft.	100	22.80	2,280.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Rail End Pieces, Type C	Each	4	100.00	400.00
Rail End Pieces, Terminal Connectors	Each	4	362.00	1,448.00
Concrete Curb, Type A	Lin. Ft.	5,003	5.85	29,267.55
Concrete Curb, Type C	Lin. Ft.	16	6.00	96.00
Loose Riprap, Class 100	Cu. Yd.	90	18.00	1,620.00
Loose Riprap, Class 700	Cu. Yd.	58	20.00	1,160.00
Filter Blanket	Cu. Yd.	83	15.00	1,245.00
Adjusting Manholes	Each	6	600.00	3,600.00
Revision of Signs	Lump Sum	All	Lump Sum	7,080.00
Seeding, Fertilizing & Mulching	Acre	5	1,000.00	5,000.00
16-inch Salvaged Pipe	Lin. Ft.	848	15.50	13,144.00
16" D.I. Cl. 52 Push-on Joint Pipe	Lin. Ft.	72	28.70	2,066.40
16" D.I. Cl. 52 Mechanical Joint Pipe	Lin. Ft.	356	32.40	11,534.40
6" D.I. Cl. 52 Push-on Joint Pipe	Lin. Ft.	72	10.00	720.00
4" D.I. Cl. 52 Mechanical Joint Pipe	Lin. Ft.	72	8.95	644.40
16" x 16" x 4" Flanged Tee	Each	2	977.00	1,954.00
Cross 16" x 16" x 6" x 6" MJ x MJ x Flanged x Flanged	Each	1	950.00	950.00
16" Bend 45° MJ x MJ	Each	2	410.00	820.00
16" Bend 90° MJ x MJ	Each	4	470.00	1,880.00
16" Bend 90° Flanged x Flanged	Each	2	872.00	1,744.00
16" Base Bend 90° Flanged x Flanged	Each	2	740.00	1,480.00
16" Steel Bend 5° -7' Flanged x Flanged	Each	2	1,180.00	2,360.00
16" Flanged Coupling Adapters	Each	3	420.00	1,260.00
16" Butterfly Valve Flanged x Flanged	Each	2	1,460.00	2,920.00
6" Gate Valve MJ x Flanged	Each	2	400.00	800.00
4" Gate Valve MJ x Flanged	Each	2	360.00	720.00
4" Flap Valve Spigot End	Each	2	230.00	460.00
6" Plug	Each	2	65.00	130.00
Pipe Hangers and Supports	Lump Sum	All	Lump Sum	11,000.00
Concrete Pipe Supports	Lump Sum	All	Lump Sum	2,400.00
				$655,923.10

ANTICIPATED ITEMS

Permanent Pavement Striping	Lump Sum	All	Lump Sum	$ 1,200.00
Temporary Erosion Control	Lump Sum	All	Lump Sum	5,000.00
				$ 6,200.00

SUBTOTAL	$662,123.10
Engineering	89,385.90
TOTAL	$751,509.00

TYPE CODE Y030
ILLUMINATION

Pole Foundations	Lump Sum	All	Lump Sum	$ 4,200.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	14,000.00
Luminaires Lamps & Ballasts	Lump Sum	All	Lump Sum	4,000.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	22,000.00
		SUBTOTAL		$ 44,200.00
		Engineering		5,967.00
		TOTAL		$ 50,167.00

Length of Roadway -----------------	0.473 mile
Length of Structure (Exception) ---	0.051 mile
TOTAL LENGTH	0.524 mile
Cost of Roadway Per Mile ----------	$1,588,813.95

RETAIN IN RESERVE

Portland (Bureau of Water)	Lump Sum	All	Lump Sum	$ 10,000.00
		SUBTOTAL		$ 10,000.00
		Engineering		1,350.00
		TOTAL		$ 11,350.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway	$ 751,509.00	$ 638,782.00	$ 112,727.00
Illumination	50,167.00	42,641.00	7,526.00
SUBTOTAL	$ 801,676.00	$ 681,423.00	$ 120,253.00
Reserve	11,350.00	9,647.00	1,703.00
TOTAL	$ 813,026.00	$ 691,070.00	$ 121,956.00

Group 1: 100%
Contract No. 9880
Prefix: 726-1958
Prefix: 326-1075

WH:pf:bkb

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9958(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40131

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
HWY ENGR
AUG 28 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE August 18, 1986

8. FEDERAL ROUTE NUMBER FAU 9958

9. STATE ROUTE NUMBERS City Street

10. GENERAL LOCATION:
Lombard St. - Marine Dr. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 8/7/86 we approve the Program Change to joint finance the subject project utilizing Appn Code 177 funds.

This change will require the following revision:

1. Appn Code ----- add 177 funds

14. DATE 8/26/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 7, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40131
Project No. IX-9958(2)
Lombard St. - Marine Dr. (Portland) Section
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing appn code 177 funds. This change will require the following revisions:

1) Appn Code: to add 177 funds.

Revisions in financing are as indicated on the attached agreement.

RLC:me
Attachment
cc: Bob Oakes
Wayne Schulte, Region 1
Jan Peterson
General Files
1 - Our File

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

ORIGINAL SIGNED BY
GARY A. POTTER

DATE August 7, 1986

FROM: Gary A. Potter, Manager
Program Section

SUBJECT Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-9958(2), Lombard St.-Marine Dr. (Portland) Section in the amount shown:

Current Obligation	Present Estimate	Increase
$691,070.00	$727,544.00	$36,474.00

Please arrange for updating of MSD's records to show this change.

RLC:me
cc: Gary Zehner, w/attach.
Wayne Schulte, Region 1, w/attach.
General Files ✓

81-125-1307

April 24, 1986

CON 5 - #9880

United Pacific Insurance Company
P.O. Box 5669
Portland, OR 97228

On April 14, 1986, we wrote to you concerning release of final payment on Contract No. 9880 awarded to MOCON Corporation for work on the Lombard Street-Marine Drive Connecton (Portland) Section FAU 9958 in Multnomah County.

Final payment on this contract is $20,000.00 and the total contract amount is $742,378.43 including $7,701.97 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: MOCON Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9880

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#9880

TO: Robert Gormsen
Manager, Commission Services

DATE: April 2, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9880 , On Site Work Substantially Completed April 18, 1985

All Work Completed January 6, 1986

Project Lombard St.-Marine Dr. Connection (Portland)

Highway FAU 9958 (N. Lombard St.-N. Marine Drive)

County Multnomah

Type of Work Grade, Pave, Illum., Storm Sewer, and Water Main

Contractor Mocon Corporation

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-14-86 - Surety letter written.

Noted
R Gormsen

RECEIVED
APR 4 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-128-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No

CON 5
9880

DATE: March 3, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M. Walton
for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9958(2)

Contract 9880, Work Completed April 18, 1985

Project Lombard St.-Marine Dr. Connection (Portland)

Highway FAU 9958

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 21, 1986

G. K. Hossner
fa Dale E. Wilken
Division Administrator

RECEIVED
HWY ENGR
APR 1 '86
REFER TO

BMW:mk

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

734-2023 (2-85)

9

jc cc: OSHD (Julien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
FEB 11 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

ap
2/13

IN COMPANY WITH
Mike Smith, OSHD and Brent Kesterson, City of Portland

DATE OF INSPECTION January 21, 1986	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. IX-9958(2)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

LOMBARD ST. - MARINE DR. CONNECTION (PORTLAND)
FAU 9958 - NO. LOMBARD ST. - NO. MARINE DR.
Grading, Paving, Illumination, Storms Sewers & Water Main

NOTED
W. E. SCHWARTZ

PROJECT DESCRIPTION:

This project provided for the construction on new alignment of the roadway portion of the subject section. Work involved earth work through the construction of the pavement structure. The final section is a 40 foot PCC curbed roadway.

FINDINGS:

The contractor utilized 100% of the allowable contract time.

The project manager advised there were no significant materials deficiencies in this project.

The pavement structure included 4 inches of asphaltic concrete with two lifts. The riding surface contains short ripples throughout the project. The project manager advised that the 12 foot straight edge was used throughout the project length and the pavement surface does meet the specified 0.02 ft/ft requirement. Even though the pavement surface meets the straight edge specification in this particular contract, I believe this pavement is about as poor a ride as we can accept. If the ride were any worse I would recommend rejection under the workmanship clause of the contract.

The project appears to have been constructed in conformance with the contract requirements and therefore acceptance is recommended.

- TPL -

Form FHWA-1446A
(Rev. 2-84)

.988 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9958(2)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40131

6. TO

10-24-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 31 '85
REFER TO
Potter
FOR
Info Inves R/D D/A

7. DATE AUTHORIZATION EFFECTIVE May 3, 1985
8. FEDERAL ROUTE NUMBER FAU 9958
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Lombard St. - Marine Drive Connection

11. GENERAL DESCRIPTION OF WORK
Left turn bay and truck acceleration lane for the entrance to the Port of Portland Terminal No. 6.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5-3-85 as requested in Mr. Fredrickson's letter of 10-22-85 as being cost effective for the use of City forces. State Force Order No. 1 Revised is approved to a TEC of $3,147; Federal Funds $2,675.

14. DATE 10/29/85
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

April 8, 1985

Frahler Electric Company
11860 S.W. Greenburg Rd.
Tigard, OR 97223

CON 5
#9880

Attention: Michael W. Frahler
President

Gentlemen:

Thank you for your letter of April 2, 1985, notifying us that you have received payment from Mocon Corporation and you are withdrawing your claim filed on March 5, 1985.

You state this is in reference to the Mocon Corporation Contract No. 9880 for work on the Lombard St.-Marine Drive Connection (Portland) Project in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:cr

cc: Mocon Corporation
PO Box 3258
Salem, OR 97302

United Pacific Insurance Co.
PO Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Dept.
33405 - 8th Ave. S. C-3000
Federal Way, WA 98003

NOTED ON CARD
4/8/85
fkn

FRAHLER ELECTRIC COMPANY
11860 S.W. GREENBURG ROAD, TIGARD, OREGON 97223
PHONE (503) 639-4627

April 2, 1985

Robert Gormsen
Rm 121 Transportation Bldg
Salem, OR 97310

RE: Lombard St @ Marine Dr
O.S.H.D. Contract #9880

Dear Mr. Gormsen:

Today we received payment from Mocon Corporation which pays us to date for our work complete through February, 1985, less 5% retainage.

Therefore, we wish to withdraw our claim which was filed by our letter to you on March 5, 1985.

Sincerely,

M. W. Frahler

Michael W. Frahler
President

MWF/nf

cc: Wade H. Wakayama,
Mocon Corp
PO Box 3258
Salem, OR 97302

United Pacific Insurance Co
PO Box 5669
Portland OR 97228

United Pacific Insurance Co
Bond Dept
33405 8th Ave, So. C-3000
Federal Way, WA 98003

RECEIVED
APR - 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COMMERCIAL • INDUSTRIAL • RESIDENTIAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lombard Street - Marine Drive Connection (Portland)

WEEK ENDING: April 20, 1985

SECTION PREFIX: 326-1075

HIGHWAY: City Street
N. Lombard St.-N. Marine Dr

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grading, paving, illumination, storm sewer, water main

CONTRACTOR: MOCON Construction

CONTRACT NUMBER: 9880

FEDERAL AID PROJECT NUMBER: IX-9958(2)

DATE OF CONTRACT: August 17, 1984

DATE WORK STARTED: September 1, 1984

ESTIMATED COMPLETION DATE: April 16, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 17 SUPERVISION: 2

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: December 15, 1984
May 31, 1985

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 813,026.72

EXCLUSIVE OF ENGINEERING: $ 748,557.64

ENGINEERING AUTHORIZATION: $ 64,469.08

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 748,557.64

ENGINEERING COST TO DATE: $ 55,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 85 %

DATE PROJECT WAS COMPLETED: 12/15/84 / 4/18/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	~~MAT'L PROD.~~ Guardrail	Water Main	Illumination
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,602 C.Y.	4,330 T.			2,050
TOTAL QUANTITIES CORRECTED TO DATE	6,378 C.Y.	5,389 T.			3,080
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,378 C.Y.	5,389 T.			3,080
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Paver, 2 Rollers, 11 Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	14	--			
MONDAY	15	Fair		—	
TUESDAY	16	Cloudy			
WEDNESDAY	17	Showers			
THURSDAY	18	--			
FRIDAY	19	--			
SATURDAY	20	--			

F
RECEIVED
LS...... TC......
CC......
FE ...... CP ......
CONSTRUCTION
SECTION
FILE ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

14 SUNDAY	---
15 MONDAY	**MOCON**: No activity. **Cascade Construction**: Placed CL "C" Base 26+00 to 35+50 Rt.; placed CL "C" top 0+00 to 26+00.
16 TUESDAY	**MOCON**: Placing temporary striping. **Cascade Contruction**: Placed Class "C" top 0+00 to 35+50. [illegible]
17 WEDNESDAY	**MOGON**: Placing temporary striping. **Cascade Construction**: Placed CL "C" top lift at entrance.
18 THURSDAY	Young Mountain: Adjusting manholes
19 FRIDAY	No Activity.
20 SATURDAY	--

REMARKS

SIGNED Brett I. Kesterson LOCATION City of Portland

Brett I. Kesterson

Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

FRAHLER ELECTRIC COMPANY
11860 S.W. GREENBURG ROAD, TIGARD, OREGON 97223
PHONE (503) 639-4627

March 28, 1985

CERTIFIED MAIL -
RETURN RECEIPT REQUESTED

Mr. Wade H. Wakayama
Mocon Corporation
PO Box 3258
Salem, OR 97302

RE: Lombard St. @ Marine Dr.
O.S.H.D. Contract #9880

Dear Mr. Wakayama:

To date we have not been paid from you for our work in January or February. Brett Kesterson has informed me that he approved, at the end of February, 100% completion on all our bid items, with the exception of 67% completion on Bid Item #51. He stated you would be paid another progress payment, including these items, on approximately March 20th. You were also paid on approximately February 20th from the State. You are now holding funds due us and paid to you by the State of Oregon for two (2) months work. This goes back to labor and materials we have installed and paid for since the first of January. You now owe us approximately $29,000.00, for which you have been paid on behalf of our work.

I am not required, or expected, to finance your operations or the State of Oregon highway work, but which I am now doing. As required by our sub-contract, we submitted an invoice to you for our January work in the amount of $26,500.00. You took no exceptions and sent us a check for that amount, which did not clear your bank. You claim you did not intend to pay us that much and stopped payment on the check. You also are holding the check which you claim you did mean to pay us. If you are not having financial difficulties, why haven't you returned that check and why haven't you immediately paid us from your recent payment from the State? I made it quite clear to you the financial strain this puts on us. You know that we do not have one cent from you for our work in January or February, yet you have been paid by the State for both of these months. In the past, when a general contractor has done this to us it has been because they have had financial problems. This is what I suspect is the case with you.

When my bank notified me that your check would not clear your bank, and since you refused to return my phone calls, I called the State of Oregon to ask what I could do to secure payment, (often people who owe me money do not return my phone calls when they start having financial problems. To me this was another indication of problems in getting paid on this job). I was advised to file a claim, by letter, which I did.

COMMERCIAL • INDUSTRIAL • RESIDENTIAL

RE: Lombard St @ Marine Dr

In response to your letter of March 18, 1985:

1. The State did not "obviously" feel that more of our work should not be paid for. You received an invoice from us for January work for $26,500.00, the engineer estimated our work completed at $6150.00. You never bothered to check why the difference, or made any effort to have the engineer increase our percent complete. We completed a large portion of Item 51 in January, but Brett thought it was part of Item 48, which he approved at 100% complete, so he didn't allow for any work on Item 51. Also, we bought most all of the material for the job and had most of it stored on the job site in early January and could have quickly gotten you the missing invoice copies, if only you had phoned. You have blamed the lack of your company's follow-up on a new girl in your office. Why penalize us, or expect us, to help finance this construction?
2. As far as completing our work, we are 100% complete this week, two (2) months ahead of the completion date. We have also provided you, at our expense, with a bond for the entire amount of our sub-contract. Your withholding any funds due us is unreasonable and without any justification.
3. I believe your threats and attempts to intimidate me into withdrawing my claim, when you are holding payment due me for two (2) months, is extortion.
4. This whole matter can easily be cleared up. I will gladly, and immediately, withdraw my claim and notify all parties involved as soon as you pay me up to date the amount you have been paid by the State of Oregon on behalf of our work. If we do not receive this payment by Monday, April 1, 1985, I will be even more suspicious that you are having financial difficulties and are continuing your attempt to extort the withdrawal of my valid claim. I will then take immediate steps to collect and further secure the payments that are due me, including all damages occurring to me, both civil and criminal.

Michael W. Frahler
President

RECEIVED
MAR 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec.
(claim filed)

RE: Lombard St @ Marine Dr

cc: Robert Gormsen
Rm 121, Transportation Bldg
Salem, OR 97310

United Pacific Insurance Co.
PO Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Dept.
33405 8th Ave, So. C-3000
Federal Way, WA 98003

9880

MOCON CORPORATION

March 18, 1985

FRAHLER ELECTRIC CO.
11860 S.W. Greenburg Road
Tigard, Oregon 97223

Attention: Mr. Michael W. Frahler

Project: Lombard St. - Marine Dr. Connection
O.S.H.D. Contract 9880

Re: Your claim against MOCON, et. al.

Dear Mr. Frahler:

Let me take this opportunity to inform you that the claim that you have filed has been without justification. In fact, the following evidence indicate that you are liable for any and all expenses associated with this claim.

Enclosed is a copy of the subcontract agreement (Exhibit "A") between MOCON and FRAHLER. It lists all work that we have subcontracted to you along with reference to MOCON's contract with the State and terms and conditions of the subcontract agreement signed and accepted by you on 4 September 1984.

Article IV of the subcontract agreement addresses monthly estimates and final payment. It states that your requisitions will be paid to you upon approval and when received by MOCON from the Owner.

Progress payment no. 5 (Exhibit "B"), dated 19 February 1985 by the Owner indicates the only payment approved by the Owner through the month of January, 1985, are 100% of items 1 and 48 and 27.27% of item 51. These quantities are shown on our payment voucher number 3 (Exhibit "C") to you which shows an amount of $5,842.50 due you.

Your invoice to MOCON for work completed was mistakenly processed through our computer as being approved when as you can see and as was explained to you via telephone when you called to inquire about the double payment. The mistake was explained to you and you were asked to return the larger check. You chose to return the lesser check and therefore a stop payment was issued.

Article IV of the subcontract does allow for advances by MOCON if it becomes desirable to do so. With the current economy as it is, every dollar is spoken for and we cannot be expected to advance any monies when the State obviously feels it is not warranted.

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

You claimed that a large portion of the monies were for materials purchased and tthat every Contractor you have been associated with has taken care of thier subcontractors. MOCON is not in the banking business and our subcontract by reference, refers to section 109.10 e & f of the State green book which allows for payment of materials. None of the procedures outlined in the green book for advances of materials were followed by you.

From the above listed information, I believe Mr. Gormsen who processed your claim will agree with me that your claim is unwarranted. The Owner has not paid for any of your claimed portion therefore they cannot reasonably expect the Contractor to make payments for the same portion.

By copy of this letter, I am informing all involved that I am asking you to withdraw your claim and that failure to do so will force MOCON to enact paragraph six of Article IV fo the subcontract which states that MOCON has the right to retain any payment necessary to indemnify itself and the Owner of any loss or damage.

Failure to withdraw your claim will be construed to indicate your reluctance to complete your subcontract in which case the loss to MOCON and the Owner becomes immeasurable. Proof of removal of the claim would give evidence of your obligation to complete the project and our monthly estimates to you will continue as we receive them form the State.

Please keep in mind that the project completion is near and as time gets closer MOCON will act towards completion and this, as stated previously, would also be your liability. I ask only that you comply completely with the terms and conditions of your contract.

I look forward to hearing from you.

Sincerely,

MOCON CORPORATIO

COPY

Wade H. Wakayama

RECEIVED
MAR 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec.

Encls.

cc: ✓Mr. Robert W. Gormsen
Dept. of Transportation
Transportaion Bldg.
Salem, OR 97310

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228 (claim filed)

EXHIBIT "A"

MOCON

JOB NO. 421

STANDARD FORM

SUBCONTRACT AGREEMENT

This Agreement, made this 27th day of August 19 84, under Oregon law, MOCON CORPORATION, P.O. Box 3258, Salem, OR 97302 (hereinafter called CONTRACTOR), and FRAHLER ELECTRIC, 11860 Greenburg Rd., Tigard, OR 97223 (hereinafter called SUBCONTRACTOR).

Witnesseth:

Description of Work

Article I. The Subcontractor shall furnish all necessary labor, materials, tools, equipment, supplies and supervision necessary to perform, and shall perform the work generally described as:

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1.	Mobilization	1	L.S.	$1,280.00	1,280.00
48.	Pole Foundations	1	L.S.	5,510.00	5,510.00
49.	Roadway Lighting Poles and Arms	1	L.S.	12,230.00	12,230.00
50.	Luminaires, Lamps and Ballasts	1	L.S.	2,750.00	2,750.00
51.	Switching, Conduit, Wiring, etc.	1	L.S.	19,070.00	19,070.00
					$40,840.00

NOTES

1. FRAHLER's price above includes furnishing of a performance/payment bond.
2. Includes all excavation, bedding, backfill and concrete necessary to complete all electrical work.

(hereinafter called the Work), for and at the N. Lombard St. - Marine Drive Connection City of Portland of O.S.H.D. (hereinafter called Owner), located at Salem, Oregon as shown on the Plans and/or called for in the Specifications prepared by O.S.H.D. and City of Portland (hereinafter called Architect), in accordance with the terms and provisions of the Contract dated August 14, 1984 between Owner and Contractor, it being understood and agreed that all of the Plans, Specifications, General Conditions and Provisions forming, or by reference, made a part of Contract between Contractor and Owner shall be considered and hereby are made a part of this Subcontract by this reference thereto and Subcontractor represents that he is familiar with, and agrees to be bound to, Contractor by the terms and provisions thereof.

Payment

Article II. The sum to be paid to Subcontractor for the performance of the Work included in this Subcontract shall be

As per above unit prices. ($ 40,840.00)

in current funds, subject to additions and deletions as herein provided.

The Subcontract Payments stated herein to be made to Subcontractor by Contractor include all Municipal, State, County and Federal taxes imposed by law, and based upon labor performed, materials furnished or services rendered, including, but not limited to, sales taxes, use taxes and personal property taxes levied or assessed against Owner, or Contractor, or Subcontractor arising out of either the acquisition by Subcontractor or the furnishing or installing by Subcontractor or by any of its subcontractors of materials, equipment, or of any other kind of personal property, or the furnishing of labor and/or services in connection with the Work. Where the law requires any such tax to be stated and charged separately, the total of all items included within the Work and the added tax shall not exceed the total subcontract price provided herein.

Schedule of Completion and Failure to Perform

ARTICLE III. Subcontractor shall complete the several portions of the whole of the Work included in this Subcontract on or before the following dates or times, and submit samples, shops drawings, etc. and order material in ample time to maintain job progress and insure completion in accordance with the following dates:

As per MOCON's construction schedule or as otherwise directed.

Please note the two existing pole bases before ordering bolt patterns for all your pole bottoms.

Contractor may if it deems necessary, direct Subcontractor to work overtime and if so instructed Subcontractor will work said overtime and, provided that Subcontractor is not in default of any of the provisions herein, Contractor shall pay Subcontractor for the actual additional premium wages paid plus taxes imposed by law on such additional wages. If, however, Subcontractor is, in Contractor's opinion behind schedule with the Work, Subcontractor shall at its own expense, work such overtime as may be necessary to get back on schedule and to complete the Work. Subcontractor shall suffer all extra costs resulting from his lack of diligence or failure to provide needed labor or materials to meet the schedule of Work. In the event Subcontractor is behind schedule with the Work, Contractor may at its option hold up payments under this Subcontract until Subcontractor meets the work schedule. Should Subcontractor at any time refuse or neglect to supply a sufficiency of skilled workmen or materials of the proper quality or quantity, or fail in any respect to perform the Work with promptness and diligence, or cause by any action or omission the stoppage or delay of or interference with the Work of Contractor or of any other Subcontractors on the project, or fail in the performance of any of the agreements on its part contained herein, or become bankrupt or insolvent or go into liquidation either voluntarily or under an order of a court of competent jurisdiction or make a general assignment for the benefit of creditors or otherwise stop the Work or evidence financial incompetence, after three days' written notice to Subcontractor, mailed or delivered to the last known address of the latter, Contractor may: (a) provide through itself or through others, any such labor or materials necessary to perform the Work until in the sole judgment of the Contractor the deficiencies of the Subcontractor's work have been corrected, and deduct the cost thereof from any money due, or thereafter otherwise to become due Subcontractor under this Subcontract, or, (b) terminate this Subcontract in which event Contractor shall be at liberty to enter on the premises and take possession, for the purpose of completing the Work included in this Subcontract, of all materials, tools and appliances thereon, and to employ any other person or persons to finish the Work, and to provide materials therefor. In case of such termination of the employment of Subcontractor, Subcontractor shall not be entitled to receive any further payment under this Subcontract until the Work shall be wholly finished, at which time, if the unpaid balance of the amount to be paid under this Subcontract shall exceed the expense incurred by Contractor including an Overhead Fee of ten percent (10%) of its costs in finishing the Work, such excess shall be paid by Contractor to Subcontractor; but if such expense shall exceed such unpaid balance, then Subcontractor shall pay the difference to Contractor. The expense incurred by Contractor shall include in addition to the items specified above, any damages, excess costs to other Subcontractors, legal fees or court costs incurred through the default of Subcontractor.

Monthly Estimates and Final Payment

ARTICLE IV. On or before the last day of each month Subcontractor shall submit to Contractor, in the form required by Contractor, a written requisition for payment showing the proportionate value of the Work installed to that date, from which shall be deducted, a reserve of five percent (5%), all previous payments, and all other charges for material or service furnished by Contractor to or chargeable to Subcontractor, and the balance of the amount of said requisition, when approved by Contractor and Architect, shall be paid Subcontractor when received by Contractor from Owner.

Subcontractor promptly upon execution of this Agreement shall submit a detailed schedule of the various parts of the Work covered herein showing monetary value of each item by labor and material and in a form acceptable to Contractor. This schedule shall be used only as a basis of checking and accepting Subcontractor's monthly requisitions.

Contractor may advance the dates of any payment (including the final payment) under this Subcontract, if, in its sole judgment, it becomes desirable to do so.

Payment of reserved amounts shall be made to Subcontractor upon the completion and acceptance of the Work and upon receipt of payment by Contractor from Owner as provided for in the terms and provisions of the Prime Contract between Contractor and Owner.

Prior to final payment, and prior to monthly progress payments if required by Contractor, Subcontractor shall execute and deliver to Contractor, a release or releases in forms satisfactory to Contractor, and an agreement holding Contractor and Owner free and harmless from all claims arising out of or in connection with this Subcontract including, without implied limitation, claims with respect to or as a result of alleged defects in workmanship or materials.

If at any time there shall be evidence of any lien or claim for which if established, Contractor or Owner might become liable and which is chargeable to Subcontractor, or if damage shall be caused by Subcontractor to other work, Contractor shall have the right to retain out of any payment then due or thereafter to become due to Subcontractor, an amount sufficient to indemnify itself and Owner for any loss or damage, including legal fees and other disbursements, which either may sustain in discharging such lien or claim. Should there prove to be any such claim after all payments are made, Subcontractor shall reimburse to Contractor all monies that Contractor or Owner shall pay in discharging such lien or on claim against such premises and all expenses incurred in connection therewith.

No payment made under this Subcontract shall be conclusive evidence of the performance of this Subcontract, either wholly or in part, and no payment including final payment shall be construed to be an acceptance of defective work or improper materials, nor shall entrance and use by Owner constitute acceptance of the work hereunder or any part thereof.

Plans, Specifications and General Conditions

ARTICLE V. Subcontractor assumes and agrees to perform, as to the Work covered by this Subcontract, all obligations placed upon Contractor in the Contract, the Plans, Specifications, General Conditions and Provisions mentioned in Article I, which Contract, Plans, Specifications and General Conditions are hereby made a part hereof. In the event of ambiguities or contradiction between such documents and the provisions of the Subcontract, the Subcontract shall take precedence. These documents have been available to Subcontractor prior to the execution of this Subcontract and shall remain available at all reasonable times at the Job Site and at the principal office of the Contractor.

Liability for Damage and Personal Injury

Article VI. Su tractor hereby assumes entire responsibility liability in and for any and all damage or injury of any kind or ure whatever to all persons and to all proper growing out of or resulting from the act or omission of the Subcontractor in the performance of the Work provided for in this Subcontract. Subcontractor is an Independent Contractor in the performance of this Subcontract and shall provide and maintain Workman's Compensation Insurance for the protection of his employees, as required by law. He shall provide and maintain public liability insurance for personal injury, including death, suffered by persons other than employees, which may arise from operations under this Subcontract and also shall provide and maintain property damage insurance coverage and insurance to cover its liability under Article VII(b). Such insurance coverages shall be in the amounts as required in the General Conditions of the Prime Contract or in amounts separately approved by Contractor. Subcontractor shall furnish Contractor with satisfactory evidence that such insurance is obtained and is maintained in full force and effect.

Indemnity

Article VII. Subcontractor further specifically obligates himself to Contractor in the following respects: (a) To indemnify Contractor against and save it harmless from any and all claims, suits, liability, expense, or damage for any alleged or actual infringement or violation of any patent or patent right arising in connection with this Subcontract and anything done thereunder; (b) to indemnify Contractor and save it harmless from any and all claims, suits or liability resulting from any act or omission of Subcontractor, or Contractor, or their officers, agents, employees or servants in any manner related to the subject matter of this Subcontract, including, without implied limitation, claims, suits, or liability for injury to or death of persons, including the employees of either Contractor or Subcontractor, and for damage to property; (c) to pay for all materials furnished and work and labor performed under this Subcontract, and to satisfy Contractor and Owner thereupon whenever demand is made to the end that Contractor, Owner and the premises shall be saved harmless from any and all claims, suits, or liens therefor by others than the Subcontractor.

Extension of Time

Article VIII. Should Subcontractor be delayed in the performance or completion of the Work through no fault on the part of the Subcontractor such as by fire or other casualty, acts of war or government regulations, then the time of completion shall be extended for a period of time equivalent to the time lost by reason of the aforesaid as determined by Contractor and providing Subcontractor shall have notified Contractor in writing within 48 hours of the commencement of delay.

Cleaning

Article IX. Subcontractor daily shall clean and remove from the job site and premises any dirt and debris caused by the performance of the Work included in this Subcontract and unless otherwise expressly provided herein, upon completion of the Work shall clean, wash, remove protective coatings, etc. and shall leave the Work in a clean and acceptable condition. Should Subcontractor fail to perform such clean-up or fail to accomplish any corrective work required by Contractor to Subcontractor's work to the satisfaction of Contractor, Contractor shall provide such clean-up services and such corrective work on behalf of Subcontractor and Subcontractor agrees to reimburse Contractor for such costs incurred.

Assignment or Transfer

Article X. Neither this Subcontract nor the payments to become due thereunder shall be assignable without the consent of Contractor and any assignment without such consent in writing shall vest no rights in the assignee against Contractor. Subcontractor shall not sublet the whole or any part of this Subcontract without prior written consent of Contractor.

Extra Work

Article XI. In the event Contractor requests Subcontractor to perform extra work or deductions to work, Subcontractor shall submit his quotation covering such change within five (5) days from date of such notification by Contractor and such quotation shall include the necessary supporting details to support his price quotation. It is understood and agreed that payment shall not be made for extra work until a written Change Order has been issued by Contractor incorporating this additional cost into the Subcontract Price and that Contractor shall then pay Subcontractor for such extra work as payments are received from the Owner.

Coordination

Article XII. Subcontractor shall coordinate his operations with all other trades having work in the same area of the project. Before commencing work he will report in writing to Contractor any defective prior work by others which would prevent proper completion of his own work. Adequate advance notice shall be given Contractor's superintendent to assure an opportunity by other trades to accomplish work which must precede or build into the work under this Subcontract.

Permits and Responsibility

Article XIII. Subcontractor without expense to Contractor shall obtain all required licenses, permits, inspections and registrations and shall obey and abide by all applicable laws, regulations, ordinances, and other rules of the United States of America, of the State or political subdivision thereof where the work is performed, or of any other duly constituted public authority as applicable to the Subcontract.

Except as otherwise stated herein, Subcontractor shall be responsible for all materials delivered and work performed until completion and final acceptance. All work shall be delivered complete and undamaged.

In Witness Whereof, Contractor and Subcontractor have executed this agreement the day and year first above written.

MOCON CORPORATION

By...

Title Contract Mgr..........................

FRAHLER ELECTRIC

By.............................. 9/9/84

Title PRESIDENT..............................

Signed this 5th day of Sept ...., 1984

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY	CONTRACT NO. 9880	ESTIMATE NO. 5	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

EXHIBIT "B"

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
034	1P SPECIAL MANHOLES NO 11		EACH	7150.0000	1.000	7150.00	6613.75
035	1P CONCRETE INLETS	TYPE CG-2	EACH	695.0000	9.000	6255.00	6255.00
036	1P GUARD RAIL TYPE 2A		LIN FT	12.4000	613.000	7601.20	7601.20
037	1P GUARD RAIL TYPE 3		LIN FT	22.8000	100.000	2280.00	2280.00
038	1P GUARD RAIL ANCHORS	TYPE 1	EACH	300.0000	4.000	1200.00	1200.00
039	1P RAIL END PIECES TYPE C		EACH	100.0000	4.000	400.00	400.00
040	1P RAIL END PIECES	TRMNL CONNECTR	EACH	362.0000	4.000	1448.00	1448.00
1	1P CONCRETE CURB TYPE A	PA 2	LIN FT	5.8500	4,093.600	23947.56	23947.56
42	1P CONCRETE CURB TYPE C		LIN FT	6.0000	21.100	126.60	126.60
043	1P LOOSE RIPRAP CLASS 100		CU YD	18.0000	92.400	1663.20	1663.20
044	1P LOOSE RIPRAP CLASS 700		CU YD	20.0000	63.900	1278.00	1278.00
045	1P FILTER BLANKET		CU YD	15.0000	81.000	1215.00	1215.00
046	1P ADJUSTING MANHOLES		EACH	600.0000	3.000	1800.00	1800.00
047	1P REVISION OF SIGNS		LUMP SUM	7080.0000	100.000	7080.00	3540.00
048	1P POLE FOUNDATIONS		LUMP SUM	4200.0000	100.000	4200.00	
051	1P SWITCHING CONDUIT	WIRING ETC	LUMP SUM	22000.0000	27.270	5999.40	5999.40
052	1P SEEDING FERTILIZING AND	MULCHING	ACRE	1000.0000	4.900	4900.00	4900.00
053	1P 16-INCH SALVAGED PIPE		LIN FT	15.5000	729.000	11299.50	11191.00
054	1P 16" D I CL 52	PUSH-ON JT PIPE	LIN FT	28.7000	54.000	1549.80	2066.40
055	1P 16" D I CL 52 MECHANICAL	JOINT PIPE	LIN FT	32.4000	394.000	12765.60	3758.40
056	1P 6" D I CL 52	PUSH-ON JT PIPE	LIN FT	10.0000	90.000	900.00	900.00
057	1P 4" D I CL 52 MECHANICAL	JOINT PIPE	LIN FT	8.9500	64.000	572.80	286.40
058	1P 16"X16X4" FLANGED TEE		EACH	977.0000	2.000	1954.00	1954.00
59	1P CROSS 16"X16"X6"X6"MJ X	MJ X FLG X FLG	EACH	950.0000	1.000	950.00	950.00
60	1P 16" BEND 45 DEG MJ X MJ		EACH	410.0000	2.000	820.00	820.00
061	1P 16" BEND 90 DEG MJ X MJ		EACH	470.0000	4.000	1880.00	1880.00
062	1P 16" BEND 90 DEG	FLANGED X FLNGD	EACH	872.0000	2.000	1744.00	
063	1P 16" BASE BEND 90 DEG	FLANGED X FLNGD	EACH	740.0000	2.000	1480.00	
064	1P 16" STEEL BEND 5 DEG -7'	FLANGED X FLNGD	EACH	1180.0000	2.000	2360.00	
065	1P 16" FLANGED COUPLING	ADAPTERS	EACH	420.0000	3.000	1260.00	
066	1P 16" BUTTERFLY VALVE	FLANGED X FLNGD	EACH	1460.0000	2.000	2920.00	2920.00

DATE 02 19 85 PG. 02 9880	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

PAYMENT VOUCHER

ATE HIGHWAY DIVISION

)

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	9880	5	
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

EXHIBIT "B"

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
IAL MANHOLES NO 11		EACH	7150.0000	1.000	7150.00	6613.75	536.25
RETE INLETS	TYPE CG-2	EACH	695.0000	9.000	6255.00	6255.00	
D RAIL TYPE 2A		LIN FT	12.4000	613.000	7601.20	7601.20	
D RAIL TYPE 3		LIN FT	22.8000	100.000	2280.00	2280.00	
D RAIL ANCHORS	TYPE 1	EACH	300.0000	4.000	1200.00	1200.00	
END PIECES TYPE C		EACH	100.0000	4.000	400.00	400.00	
END PIECES	TRMNL CONNECTRS	EACH	362.0000	4.000	1448.00	1448.00	
RETE CURB TYPE A	PA 2	LIN FT	5.6500	4,093.600	23947.56	23947.56	
RETE CURB TYPE C		LIN FT	6.0000	21.100	126.60	126.60	
E RIPRAP CLASS 100		CU YD	18.0000	92.400	1663.20	1663.20	
E RIPRAP CLASS 700		CU YD	20.0000	63.900	1278.00	1278.00	
ER BLANKET		CU YD	15.0000	81.000	1215.00	1215.00	
STING MANHOLES		EACH	600.0000	3.000	1800.00	1800.00	
SION OF SIGNS		LUMP SUM	7080.0000	100.000	7080.00	3540.00	3540.00
FOUNDATIONS		LUMP SUM	4200.0000	100.000	4200.00		4200.00
HING CONDUIT	WIRING ETC	LUMP SUM	22000.0000	27.270	5999.40	5999.40	
NG FERTILIZING AND	MULCHING	ACRE	1000.0000	4.900	4900.00	4900.00	
CH SALVAGED PIPE		LIN FT	15.5000	729.000	11299.50	11191.00	108.50
I CL 52	PUSH-ON JT PIPE	LIN FT	28.7000	54.000	1549.80	2066.40	516.60-
I CL 52 MECHANICAL	JOINT PIPE	LIN FT	32.4000	394.000	12765.60	3758.40	9007.20
I CL 52	PUSH-ON JT PIPE	LIN FT	10.0000	90.000	900.00	900.00	
I CL 52 MECHANICAL	JOINT PIPE	LIN FT	8.9500	64.000	572.80	286.40	286.40
6X4" FLANGED TEE		EACH	977.0000	2.000	1954.00	1954.00	
16"X16"X6"X6"MJ X	MJ X FLG X FLG	EACH	950.0000	1.000	950.00	950.00	
END 45 DEG MJ X MJ		EACH	410.0000	2.000	820.00	820.00	
END 90 DEG MJ X MJ		EACH	470.0000	4.000	1880.00	1880.00	
END 90 DEG	FLANGED X FLNG	EACH	872.0000	2.000	1744.00		1744.00
ASE BEND 90 DEG	FLANGED X FLNG	EACH	740.0000	2.000	1480.00		1480.00
TEEL BEND 5 DEG -7'	FLANGED X FLNG	EACH	1180.0000	2.000	2360.00		2360.00
LANGED COUPLING	ADAPTERS	EACH	420.0000	3.000	1260.00		1260.00
UTTERFLY VALVE	FLANGED X FLNG	EACH	1460.0000	2.000	2920.00	2920.00	

5: PG. 02 9880	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

[illegible]

[redacted] SU CONTRACTOR PAYMENT VOU [redacted]

EXHIBIT "C"

DATE JAN '85

JOB NAME N. LOMBARD - N. MARINE DR.

JOB NO. 421

COMPUTER POSTED
G/L J/C
JAN 31 1984

NAME: SUB CONTR. FRAHLER ELECTRIC

BID ITEM	DESCRIPTION	L.S. OR UNIT	QUAN. TO DATE	EARNED TO DATE	PREV. PAID	PRESENT AMOUNT
1.	MOBILIZATION	1280^{00}	100%	1,280^{00}	640^{00}	640^{00}
48.	POLE FOUNDATIONS	5510^{00}	100%	5,510^{00}	0	5,510^{00}
49	LITE POLES & ARMS	12,230^{00}	0			
50	LUMINAIRES	2,780^{00}	0			
51	SWITCHING, WIRING ETC	19,070^{00}	27.27%	5,200^{39}	5,200^{39}	0

NOTES

	EARNED TO DATE	PREV. PAID	PRESENT AMOUNT
TOTAL	11,990^{39}	5,840^{39}	6,150^{00}
RETAINED	599^{52}	292^{02}	307^{50}
NET	11,390^{87}	5,548^{37}	5,842^{50}
EXTRAS			

VENDOR NO. 20604

DATE

INV. DATE	INVOICE NO.	AMOUNT

JOB NO.	PHASE	COST CODE	AMOUNT	GENERAL LEDGER
421	S	9812	6150.00	5900
			<307.50>	2115
			<5842.50>	2120

(b) Precast members - Allowances will be made in the progress payments to the Contractor for precast structural concrete members acceptably stored, in the State of Oregon, on property for which the Contractor has furnished to the State a written permit from the owner of the property giving the State the right to enter upon and remove the members therefrom.

(c) Plant materials - No allowances will be made in the progress payments to the Contractor for living or perishable plant materials until planted in final position as specified under the contract.

(d) Metal sign structures and signs - Allowance will be made in the progress payments to the Contractor for metal sign structures and signs which are to become an integral part of the completed project subject to the following conditions:

(d-1) The material must be acceptably stored in the State of Oregon, on property for which the Contractor has furnished to the State a written permit from the owner of the property giving the State the right to enter upon the property and remove the materials therefrom.

(d-2) The materials must have a total value, as determined by the Engineer, of not less than $5,000.

(e) Other materials - Allowances may be made in the progress payments to the Contractor for other acceptable materials which are to become an integral part of the completed project, subject to the following conditions:

(e-1) Materials must be acceptably stored or stockpiled on the project or in close proximity thereto on State-owned property or on property within the State of Oregon for which the Contractor has furnished to the State a written permit from the owner of the property giving the State the right to enter upon and remove the materials therefrom for a period of not less than six months after completion of the project.

(e-2) The total value of all materials must be at least $1,000 and the value of any single class of material must be at least $500.

(f) General - Advances on materials will not be made unless the following conditions are met:

(f-1) The Contractor has made a written request for allowance for materials and, if required by the Engineer, the request is accompanied by written consent of the Contractor's surety.

(f-2) If the material has been purchased, the Contractor shall provide proof of payment for the purchased material. The proof of payment shall be supplied within 30 days of the date of the progress estimate on which the progress payment is made.

(f-3) The material is in its final form ready for installation of the project.

(f-4) The material meets contract specification requirements and required test results are on file with the Engineer.

EXHIBIT "D"

(f-5) The material is clearly marked and identified as being specifically fabricated, produced and reserved for use on the project.

Allowances shall be in amounts not exceeding the net cost to the Contractor of the material f.o.b. the work or approved site, and from such allowances there shall be retained the percentages regularly provided for in connection with progress payments. In cases where there is a bid price on a given material in place, the allowance shall be further limited to the difference between the bid price and the cost of incorporating the material in the completed project as estimated by the Engineer.

As a basis for estimating materials on hand and the cost thereof, the Contractor shall make available to the Engineer such invoices, freight bills, and other information concerning the materials in question, as the Engineer may request.

In the event the contract is terminated or canceled and the Commission elects to terminate the employment of the Contractor, as provided in subsection 108.11, the Contractor, or his surety shall provide the Commission with immediate and peaceful possession of all materials on which the Contractor has received any progress payments as above provided and if, for any reason, the Contractor or his surety cannot provide peaceful possession of the said materials, then the Contractor, or his surety, shall immediately refund to the State the total amount of all the progress payments which have been advanced to the Contractor by the State for the said materials.

109.11 Allowance for Materials Left on Hand - Materials delivered to the work or acceptably stored at approved sites at the order of the Engineer but left unused due to changes in plans will, if the materials are not practicably returnable for credit, be purchased from the Contractor by the State, at actual cost (without percentage allowance or profit), and shall thereupon become the property of the State.

The Contractor, or his surety, shall provide the State with immediate and peaceful possession of all materials purchased by the State as provided in this subsection.

In connection with the above provisions, and pursuant to the provisions of Section 106, particularly subsection 106.15, the Contractor is cautioned to order or produce materials only after having received the approval of the Engineer as to the quantity of materials to be ordered or produced. Quantities shown on the plans or indicated by bid quantities and contract amounts are subject to change.

Responsibility for excess materials delivered to the work or stored at storage sites without authority from the Engineer will rest with the Contractor. Any allowance that may be made to the Contractor for such excess materials will be under such conditions and at such prices as are acceptable to the Engineer.

CL1985-0052

FILED
MAR 15 1985
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 14, 1985

Frahler Electric Company
11860 SW Greenburg Road
Tigard, OR 97223

IN REPLY REFER TO
FILE NO.:

CON 5
#9880

Attention: Michael W. Frahler

Gentlemen or Ladies:

This will acknowledge your letter of March 5, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Frahler Electric Company
AMOUNT:	$26,250 and the balance of contract
AGAINST (Prime contractor)	Mocon Corporation
CONTRACT NO.:	9880
PROJECT:	Lombard St.-Marine Drive Connection (Portland) Section, FAU 9958, Multnomah County
SURETY:	United Pacific Insurance Co.
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
3-20-85 gp

cc: Mocon Corporation
PO Box 3258
Salem, OR 97302

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
PO Box 5669
Portland, OR 97228

RECEIVED
MAR 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FRAHLER ELECTRIC COMPANY
11860 S.W. GREENBURG ROAD, TIGARD, OREGON 97223
PHONE (503) 639-4627

March 5, 1985

Robert Gormsen
Room 121 Transportation Bldg
Salem, OR 97310

RE: Contract #9880
Lombard St @ Marine Dr

Dear Mr. Gormsen:

We are a sub-contractor on the above project with Mocon being the prime contractor. Our bank has been notified that a check we deposited from Mocon in the amount of $26,250.00 is not being honored by Mocon's bank and the amount is being charged back to our account.

We do not know if the check is being returned for non-sufficient funds or because a stop payment has been issued. We have not been paid for January's work on this project and would like to file a claim for this amount and the balance of our contract to insure that we will receive prompt payment.

When we received the check for $26,250.00 from Mocon we also received another check from them for $5842.50. Our invoice amount to them for the month of January was $26,250.00. We immediately notified them of receiving the two checks and returned the check in the amount of $5842.50 to Mocon.

We would appreciate any assistance you can provide us on getting paid on this project as it is a severe financial burden.

Sincerely,

Michael W. Frahler

MWF/nf

RECEIVED
MAR 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COMMERCIAL • INDUSTRIAL • RESIDENTIAL

7840

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

January 25, 1985

In Reply Refer to
File No

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Inclusion of Water Line Relocation in Contract
Bureau of Water Works
City of Portland
Lombard St.-Marine Dr. (Portland) Section
FAU 9958 N. Lombard St. & N. Marine Drive
Multnomah County
Project No. IX-9958(2)

NOTED.
E. S. HUNTER

Confirmation of your verbal authorization for the relocation of the City of Portland Bureau of Water Works' water line facilities to be included as part of the subject highway construction project contract at the PS & E stage is requested.

The extent of federal-aid participation in the water line relocation work is subject to further review of the eligibility of the relocation work for reimbursement. Eligibility for reimbursement is subject to state policies and procedure and the provisions of PPM 30-4.

Authorization for inclusion of water line relocation work as part of the project contract is approved.

C. T. Christianson, Area Engineer

JMC:jr

cc: E. S. Hunter
Don Trout
Jan Peterson
E. L. Hardt
L. David Hill
Gary Zehner
Wayne Schulte

RECEIVED
STATE HWY ENGR
FEB 1 '85
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

RECEIVED
JAN 31 1985
RR & UTILITY UNIT

Form 734-3122

January 25, 1985

Mr. Richard O. Schmidt, PE
City Engineer
Office of Transportation
City of Portland
1120 S.W. 5th Avenue, Rm. 802
Portland, OR 97204-1971

RE: Federal-Aid Participation
Water Line Relocation Work
Lombard Street-Marine Drive
Connection (Portland) Section
FAU 9958 N. Lombard Street &
N. Marine Drive
Multnomah County
Project No. IX-9958(2)

Dear Mr. Schmidt:

Reference is made to your letter of September 17, 1984, regarding federal-aid participation in the cost of relocating City of Portland Bureau of Water Works' water line facilities on the subject project.

I have discussed the proposed water main relocation work, included as part of the highway construction project, with the Federal Highway Administration (FHWA).

FHWA has agreed to participate in the cost of relocating and installing the proposed water line with the exception of that portion that will be installed on the proposed structure. No water line ever existed at the location of the proposed structure to conflict with construction, therefore, federal-aid participation cannot be considered for that portion of the installation.

NOTED
E. S. HUNTER

I contacted the Bureau of Water Works as to which contract bid items were involved in the installation of the water line on the proposed structure. The Bureau advised that bid item numbers 55, 62, 63, 64, 65, 71 and 72 were related to the installation of water line on the structure. The estimated total cost of these seven items is $31,778. Federal-aid participation on these items is 85% or $27,011.30. Copies of the contract bid item sheets showing the seven bid items is enclosed for your information.

RECEIVED
STATE HWY ENGR
JAN 28 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The Oregon State Attorney General's Office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (the installation of the water main on the structure in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The Oregon State Highway Division will be administering the contract for this project, therefore, the City of Portland will be required to forward payment of the cost for the seven bid items involved in the installation on the proposed structure to the Oregon State Highway Division. The City has already deposited 15% of the cost of the seven bid items as a normal project cost split. The remaining payment due the State is, therefore, $27,011.30.

Your check for the advanced deposit of $27,011.30 should be made out to the Oregon State Highway Division and sent to my attention. Your cooperation in this matter is greatly appreciated.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC:jr
enc.

cc: L. David Hill - City of Portland

bc: C. T. Christianson - FHWA w/attach.
E. S. Hunter w/attach.
Gary A. Potter w/attach.
E. L. Hardt w/attach.
Gary Zehner w/attach.
Wayne Schulte w/attach.

10-28-84

Jack —

I think the City is right — had this been a FA project from the start we would have paid for adjustment of the existing permanent facility — including a temporary detour — and restoration to its orig. location within street R/W.

Based on this new (?) info I believe we can reimburse the City (as a utility) for re-installing the 16" water line except for that portion across the bridge since it wasn't there to begin with.

Christiansen

P.S.
Probably can pay for removing Temp. Line also. Gets rid of more IX money.

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OCT 31 1984
RR & UTILITY UNIT

RECEIVED
OCT 30 1984
OREGON DIVISION

LOMBARD ST-MARINE DR CONNECTION (PORTLAND) SHEET NO 3

	NO. ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
	049 ROADWAY LIGHTING POLES AND ARMS	1.000	LUMP SUM	14,000.0000	14,000.00
	050 LUMINAIRES LAMPS AND BALLASTS	1.000	LUMP SUM	4,000.0000	4,000.00
	051 SWITCHING CONDUIT WIRING ETC	1.000	LUMP SUM	22,000.0000	22,000.00
	LANDSCAPING				
	052 SEEDING FERTILIZING AND MULCHING	5.000	ACRE	1,000.0000	5,000.00
	WATER MAIN				
	053 16-INCH SALVAGED PIPE	848.000	LIN FT	15.5000	13,144.00
	054 16" D I CL 52 PUSH-ON JT PIPE	72.000	LIN FT	28.7000	2,066.40
X	055 16" D I CL 52 MECHANICAL JOINT PIPE	356.000	LIN FT	32.4000	11,534.40
	056 6" D I CL 52 PUSH-ON JT PIPE	72.000	LIN FT	10.0000	720.00
	057 4" D I CL 52 MECHANICAL JOINT PIPE	72.000	LIN FT	8.9500	644.40
	058 16"X16X4" FLANGED TEE	2.000	EACH	977.0000	1,954.00
	059 CROSS 16"X16"X6"X6"MJ X MJ X FLG X FLG	1.000	EACH	950.0000	950.00
	060 16" BEND 45 DEG MJ X MJ	2.000	EACH	410.0000	820.00
	061 16" BEND 90 DEG MJ X MJ	4.000	EACH	470.0000	1,880.00
X	062 16" BEND 90 DEG FLANGED X FLNGD	2.000	EACH	872.0000	1,744.00
X	063 16" BASE BEND 90 DEG FLANGED X FLNGD	2.000	EACH	740.0000	1,480.00
X	064 16" STEEL BEND 5 DEG -7' FLANGED X FLNGD	2.000	EACH	1,180.0000	2,360.00
X	065 16" FLANGED COUPLING ADAPTERS	3.000	EACH	420.0000	1,260.00
	066 16" BUTTERFLY VALVE FLANGED X FLNGD	2.000	EACH	1,460.0000	2,920.00
	067 6" GATE VALVE MJ X FLANGED	2.000	EACH	400.0000	800.00
	068 4" GATE VALVE MJ X FLANGED	2.000	EACH	360.0000	720.00
	069 4" FLAP VALVE SPIGOT END	2.000	EACH	230.0000	460.00
	070 6" PLUG	2.000	EACH	65.0000	130.00

LOMBARD ST-MARINE DR CONNECTION (PORTLAND) SHEET NO 4

	NO. ITEM AND QUANTITY	UNIT	UNIT PRICE	AMOUNT
✗	071 PIPE HANGERS AND SUPPORTS	1.000 LUMP SUM	11,000.0000	11,000.00
✗	072 CONCRETE PIPE SUPPORTS	1.000 LUMP SUM	2,400.0000	2,400.00
		TOTAL AMOUNT OF CONTRACT		700,123.10

1851

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

September 17, 1984

Jack Cartwright
Utilities Engineer
ODOT-Salem
Transportation Building
Salem, Oregon 97310

RE: N. Lombard/Marine Drive Connection - (Federal Aid
Project No. IX-9958(2) - Water Line Items

Dear Mr. Cartwright,

I am writing to you again concerning the water line that we proposed to construct as a participating element of this project. Earlier before the project was let the water line was judged non-participating. I am writing to you again in hopes that the information contained herein will convince your office and the FHWA that the water line elements should be project (Federal aid) participating.

Background

The overall concept for this project has been under development for many years with the Port of Portland as a major landholder, having been the guiding force. Gradually the Port has built a road network farther and farther into the Rivergate Industrial Area from the southwest and the northeast. However, there has always been the major problem of spanning the Columbia Slough, a somewhat navigable body of water.

As development plans continued, an alignment was laid out and right of way set aside for the major arterial that would someday span the slough and connect the two sides of the Rivergate Industrial area together.

In 1974, while still an unincorporated area, the Port had a water line constructed in the right of way of the future roadway. An offset and temporary crossing was built into the water line at the slough (see attached). This was to allow room for the future bridge to be built across the slough and then the water line would be hung from the bridge completing the permanent connection.

As plans for the future roadway became public and came closer to reality, an effort was made by a group of upstream landowners on the slough to ensure that the proposed bridge over the slough would be built high enough to allow clearance underneath of certain size water borne traffic. A

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OREGON DIVISION

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SEP 20 1984
RR & UTILITY UNIT

disagreement then arose between the Port who proposed the bridge at one level and the slough folks who proposed the bridge at a much higher level. The issue went to the Coast Guard for study and determination. Finally in 1982 the Coast Guard finished their study, and made a recommendation which Federal Congress enacted upon. This action by Congress set a minimum clearance level underneath the proposed bridge at high water. The clearance level adopted was a compromise between the two factions (the Port and the upstream landowners). Meanwhile, the entire area was annexed into the City of Portland.

As a result of these actions, the Port of Portland hired the City of Portland to design the bridge at the new established clearance. Since this was higher than originally anticipated, approach fills would have to be built necessitating abandonment of some of the previously laid (1974) 16" water line. Before the grading for the bridge began, a temporary 12" water line was installed by the City of Portland Water Bureau at expense to the Port of Portland. Approximately 850 L.F. of 16" D.I. pipe was removed from the grade and stockpiled. The previously laid 12" temporary line paralleling the slough was also removed from the grade (see attached).

The City completed design of the bridge and the fills, a contract was let, the fills were constructed, and the bridge was constructed under supervision of the City. Up to this time, all expenses have been borne by the Port.

At about the time that the bridge and approach fills were being constructed, the Port, the City and Multnomah County were holding discussions concerning the Columbia Corridor. The Columbia Corridor which is a group of several large tracts of undeveloped property along the northern edge of Portland has vast economic development potential, but lacks a great deal of the needed infrastructure facilities. The discussions between the Port, the City and Multnomah County concerned the funding of these improvements - specifically the road improvements.

The discussions resulted in an agreement whereby the Port and Multnomah County would provide the local match and the City would provide the Federal share (FAIX) needed to fund the key 3-4 projects needed to provide access into the undeveloped tracts. One of these key projects is the Lombard-Marine Drive connection.

Present Status

What we have then at this point is approximately 2800 L.F. of unimproved dedicated right of way, a completed bridge and graded approach fills, and over 1500 L.F. of 16" D.I. water line remaining in the grade.

The Lombard/Marine Drive project then will complete the roadway links between the existing roadways and across the newly finished bridge. Elements of that project are the roadway, storm sewer, illumination, signing and reconnection of the water line.

Recommendation

- o The City will provide, at no cost to the project, the approximately 850 L.F. of 16" D.I. pipe that was salvaged earlier for reinstallation in the project.
- o Installation costs of the 16" D.I. pipe including all trench excavation, bedding, backfill, . . . be participating, i.e. 85% FAIX, 15% local match.

We believe that if the City had built the project from the very beginning that there would be no problem with Federal participation on most of this water line work. Therefore, we ask that this additional information be reviewed and the issue of Federal participation for the water line be reconsidered.

If you have any questions, please call David Hill of my staff at 796-7156.

Sincerely,

Richard O. Schmidt

Richard O. Schmidt, P.E.
City Engineer

ROS:jwp

c: L. David Hill

Attachment

xc: C.T. Christianson
W.F. Cobine

9880

. rll

U. S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9958(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

11-30-84

4. PROGRAM NO.

5. ITEM NO. 40131

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/18/84

8. FEDERAL ROUTE NUMBER FAU 9958

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Lombard Street - Marine Drive (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 11/7/84 this will confirm the advance approval date of 10/18/84 to extend the limits of the subject project as follows:

Miles: Change to read 0.691.
(Extend "End of Projct" (the easterly limit) easterly a distance of 859.25 feet to Engineer's Station "D" 36+48 to allow for construction of channelization).

RECEIVED
STATE HWY ENGR
DEC 3 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/30/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

938 1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9958(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40131

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/31/84

8. FEDERAL ROUTE NUMBER FAU 9958

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Lombard Street - Marine Drive (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Connect existing 16" water main to contractor installed main

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
XX ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/31/84 as requested in Mr. Fredrickson's letter of 11/2/84 as being cost effective for the use of City of Portland, Bureau of Water Works forces to proceed with the above work. State Force Order No. 2 representing work performed by Bureau of Water Works is approved for a TEC of $8,741.51; Federal Funds $7,430.

RECEIVED
STATE HWY ENGR
NOV 23 '84
REFER TO Potter
orig to
11/23
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/21/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 7, 1984

To: Dale E. Wilken
Division Administration
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40131
Project No. IX-9958(2)
Lombard St.-Marine Dr. (Portland) Section
City Streets in Portland
Multnomah County

I request confirmation of verbal approval, as of October 18, of a program change to extend the "End of Project" (the easterly limit) easterly a distance of 859.25 feet to Engineer's Station 'D' 36+48 to allow for construction of channelization to accommodate left turn movements. This change requires revisions as follows:

Miles: Change to read "0.691".

The contractor has agreed to perform the additional work under "Price Agreement No. 2" for an estimated total cost of $30,628 with Federal Funds (Appn. Code 580) of $26,033. Reimbursement for this additional work will be claimed on an actual cost basis.

Enclosed are two copies of Price Agreement No. 2 for your approval and return of one copy.

JLG:jc
Enclosure
cc: C. O. Fredrickson
Gary Zehner w/attach.
General Files

Form 734-3122

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9958(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40131

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-17-84

8. FEDERAL ROUTE NUMBER FAU 9958

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION
Lombard Street - Marine Drive (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 7-12-84.

13. REMARKS

As requested by Mr. Potter's letter of 7-13-84 I approve the revised PS&E documents for a TEC of $1,027,274 - F.F. $873,182. A signed copy of the revised Title Sheet is returned herewith.

(Increase TEC $119,879 - F.F. $100,197)

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[illegible] HWY ENGR
JUL 19 '84
REFER TO
Potter
FOR

Info	Inves	R/O	D/R	Sign	Act	File

Orig. w/ att to 7/20

14. DATE 7/17/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7770

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 16, 1984

In Reply Refer to
File No DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

Recommended for approval

70E

Date

Return to Fopa

N. Lombard St.-N. Marine Drive (Portland)
FAU 9958 N. Lombard St., N. Marine Drive
Multnomah County

It is proposed to require the contractor to place excess excavation material from the project in either of two mandatory disposal areas located near the project. These areas have previously been used for borrow or disposal for other parts of this project. The City would prefer to retain ownership of the 2,000± cubic yards involved.

We believe the convenience and availability of these sites will benefit the project.

This has been discussed with Clifford Christianson of your office.

We solicit your approval of this project.

J. H. Versteeg
Road Design Engineer

by

Donald R. Adams, P.E.
Final Design Engineer

REFERRED TO
.... Mann .... Cuno ....✓ Henry JA
.... Eriksen 7E .... Dayton ....
.... Baker .... Anderson ....
.... King .... Bedford .... Lau ....
Return Discuss Do File Due ....
By FINAL DESIGN ENGINEER

7/17/84

G. K. Hossner

✓ Versteeg ✓
.... Anderson ....
✓ Adams A
.... Haenssle ....
.... Edwards ....
.... Terpin ....
.... Trout ....
.... Wakerlig ....

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ROAD DESIGN
SECTION

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Action........

Return to Rd. Design File

Form 734-3122

9958

Portland

STATE OF OREGON
Highway Division

INTERPROOFFICE MEMO

TO: Wayne Schulte
Metro Region Federal Aid Specialist

DATE: June 14, 1984

FROM: Wayne F. Cobine
Federal Aid Engineer

SUBJECT: N. Lombard St.-Marine Drive Connection
City Street (FAU 9958)
City of Portland
Multnomah County
Project No. IX-9958(1)

As you were verbally informed this date by Gary Zehner, there are several items listed on the preliminary plans on the subject project which are ineligible for federal participation. Those bid items are identified in the quantitiy summary, on Sheet 2J of the plans, as water items. Specifically being the installation of the sixteen inch water main and the incidental items pertaining thereto.

What we need to know is, if the City of Portland wishes to retain these bid items in the project, knowing that federal participation will not be made, and that they will be responsible for 100 percent of the cost for the work. The estimated cost for the water items is $67,294 which includes a percentage for construction engineering.

Please advise at your earliest convenience, whether or not, the City wishes to retain these items in the contract, or perform the work with their own forces. This project is scheduled for the June 28th Bid Letting, and an addendum letter will have to be provided to all prospective bidders quickly if the work is to be pulled from the contract items and work performed by City forces.

WFC:bkb
cc: Gary Potter
Ed Hardt
✓Hal Versteeg
Steve Macnab
Gary Zehner
Jack Cartwright

1 Versteeg ✓
Anderson A
2 Adams A
Edwards
Trout
Wakerlig

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81-125-1387

rll

U. S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9958(2)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40131

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to

RECEIVED
STATE HWY ENGR
JUN 11 '84
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE
6/6/84

8. FEDERAL ROUTE NUMBER
FAU 9958

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:

Lombard Street - Marine Drive (POrtland) Section

11. GENERAL DESCRIPTION OF WORK

Grading, paving, illumination, storm sewers and water main

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5/31/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6/4/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $909,395, Federal Funds $772,985.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE
6/6/84

15. SIGNATURE OF APPROVING OFFICIAL
G.K. H

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7820

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank Terpin

DATE: May 23, 1984

FROM: Ed Johnsen Ed

SUBJECT: N. Lombard St./N. Marine Dr. Connection

A review of the Dames and Moore soils report indicates that total secondary deflection will be on the order of two inches over a 200-foot section of roadway. From the information given I conclude that differential settlements will not adversely affect the concrete pavement design proposed.

EJ:js

Enc.

cc: Versteeg ✓
Keller

REFERRED TO
Mann Henry
Coyne Edwards
Anderson
✓ Erikson FE Lau
King Bedford Due
Return Discuss Do File
By FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Adams
Macnab
Edwards
Terpin
Trout
Wakefield

RECEIVED
MAY 23 1984
ROAD DESIGN SECTION

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125-1387

Return to Files

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ed Johnsen
Geotechnical Engineer

DATE: April 30, 1984

FROM: Jan Six
Soils Specialist

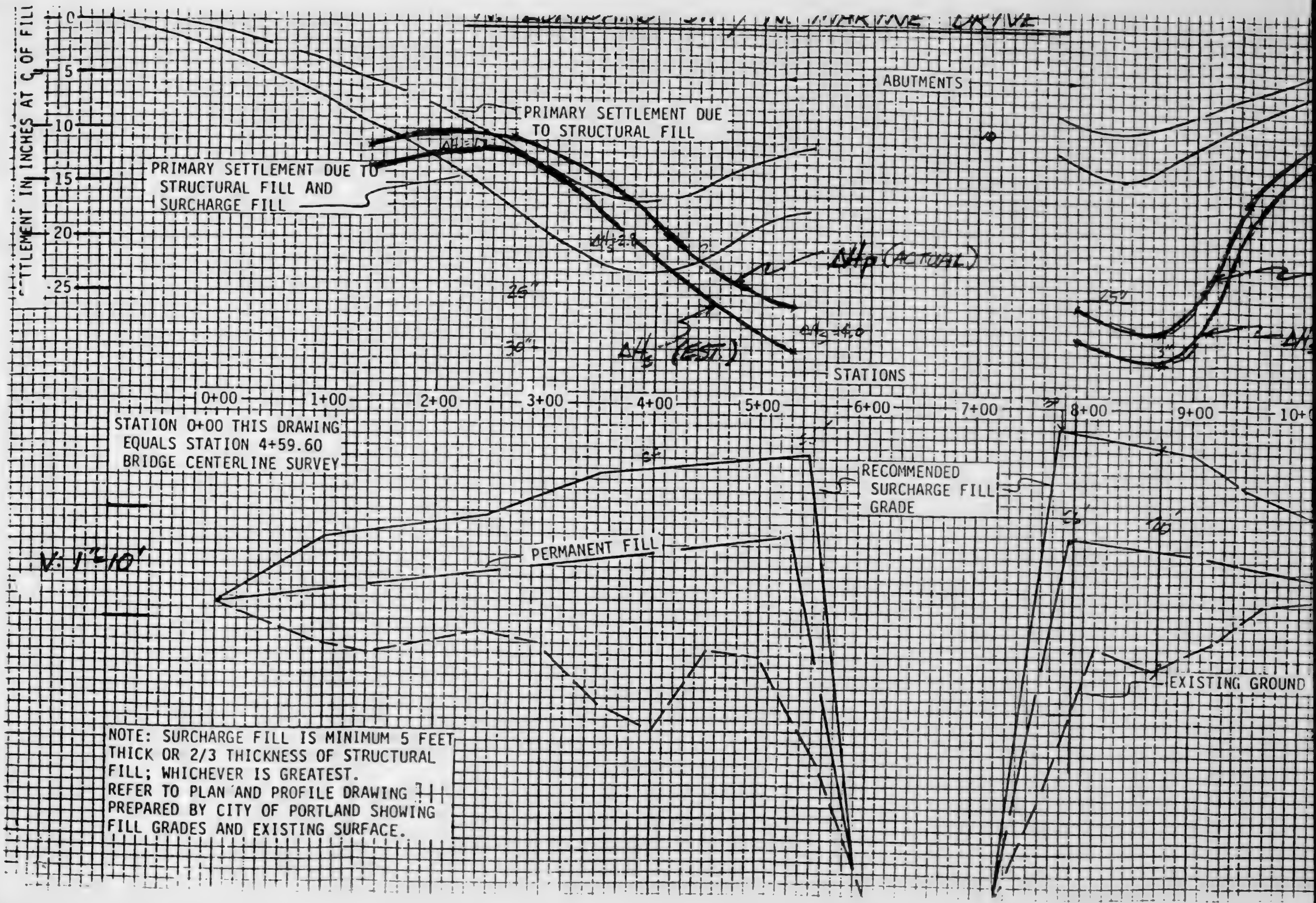
SUBJECT: N. Lombard St./N. Marine Drive Connection

The Port of Portland has expressed a concern to the City of Portland that differential settlements may occur on this project that would adversely affect the concrete pavement design currently proposed. At present the plans call for a 8" PCC pavement (unreinforced) with a 2" aggregate base on the approach fills.

The approach fills have been built up to surcharge height and settlements have been monitored since last September. Dawies and Moore performed the soils investigation and provided a report which estimated the total and secondary settlements at each abutment (highest fills). The settlement data provided by the City was plotted in profile view along with the primary settlements estimated by Dawies and Moore (attached). The latest total settlements (3/13/84) are also plotted on the attached detail map.

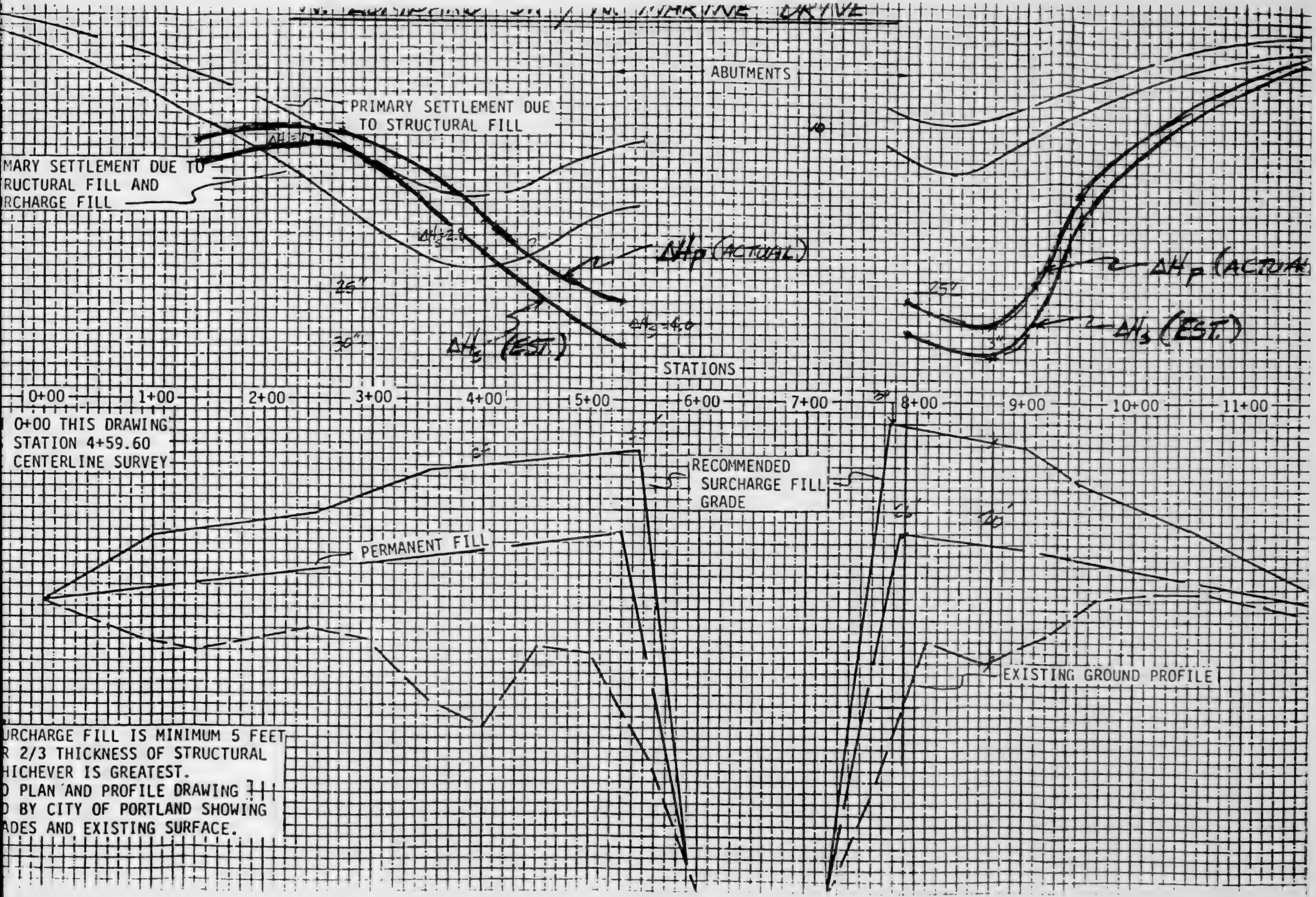
The main concern with settlement that will affect the performance of the PCC pavement is the amount of secondary settlement remaining and how that settlement will be distributed (differential settlement). The estimated secondary settlement from Dawies and Moore was plotted on the profile view in proportion to the primary settlement that has already occurred. From this plot it can be seen that the total amount of secondary settlement anticipated will result in a deflection of only two (2) inches over 200 feet of roadway and not produce a significant amount of differential settlement. The settlements that do occur on the approaches and the bridge ends should be easily handled by pressure grouting under the PCC pavement as necessary.

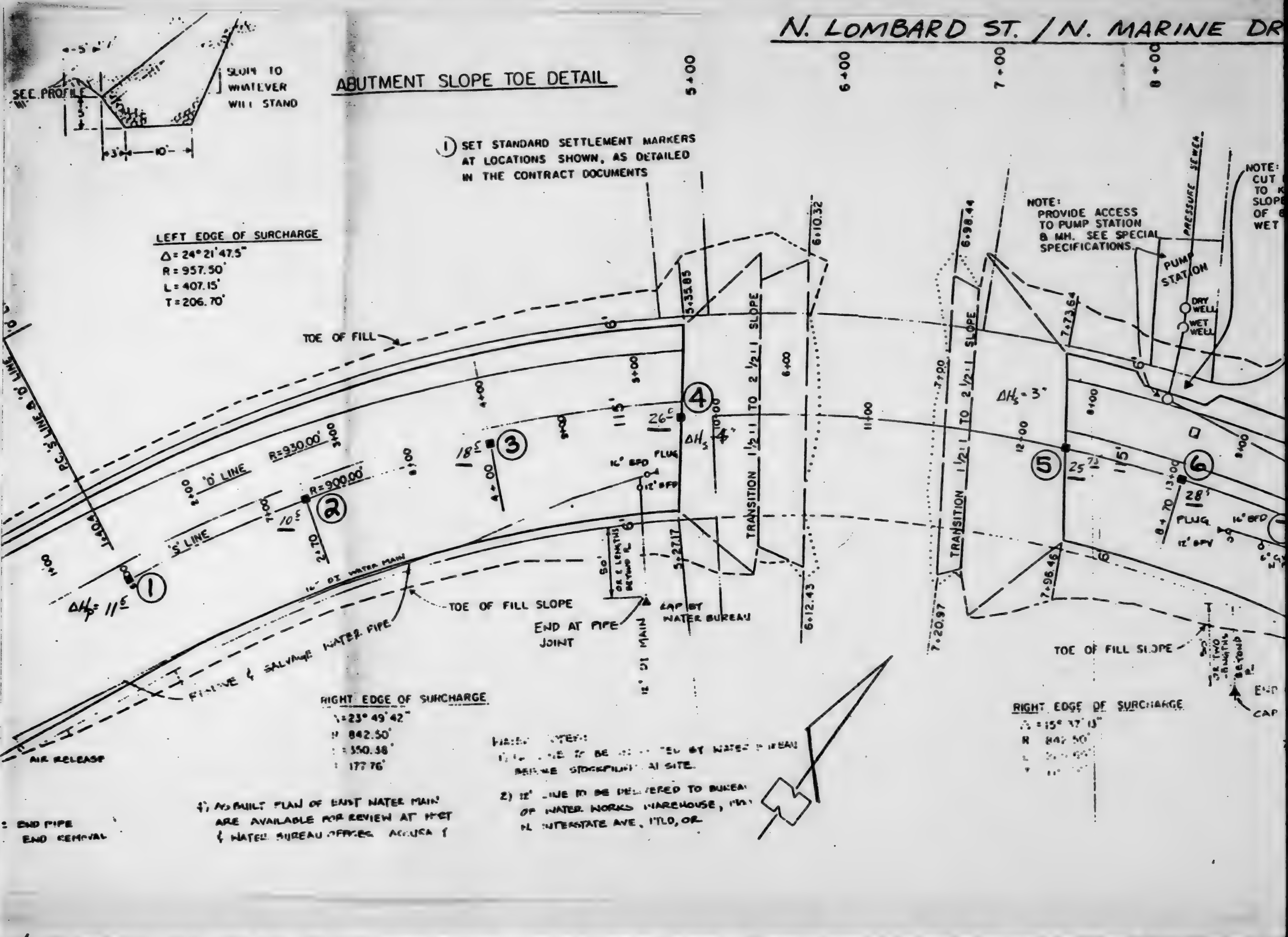
JS/blz



STATION 0+00 THIS DRAWING EQUALS STATION 4+59.60 BRIDGE CENTERLINE SURVEY

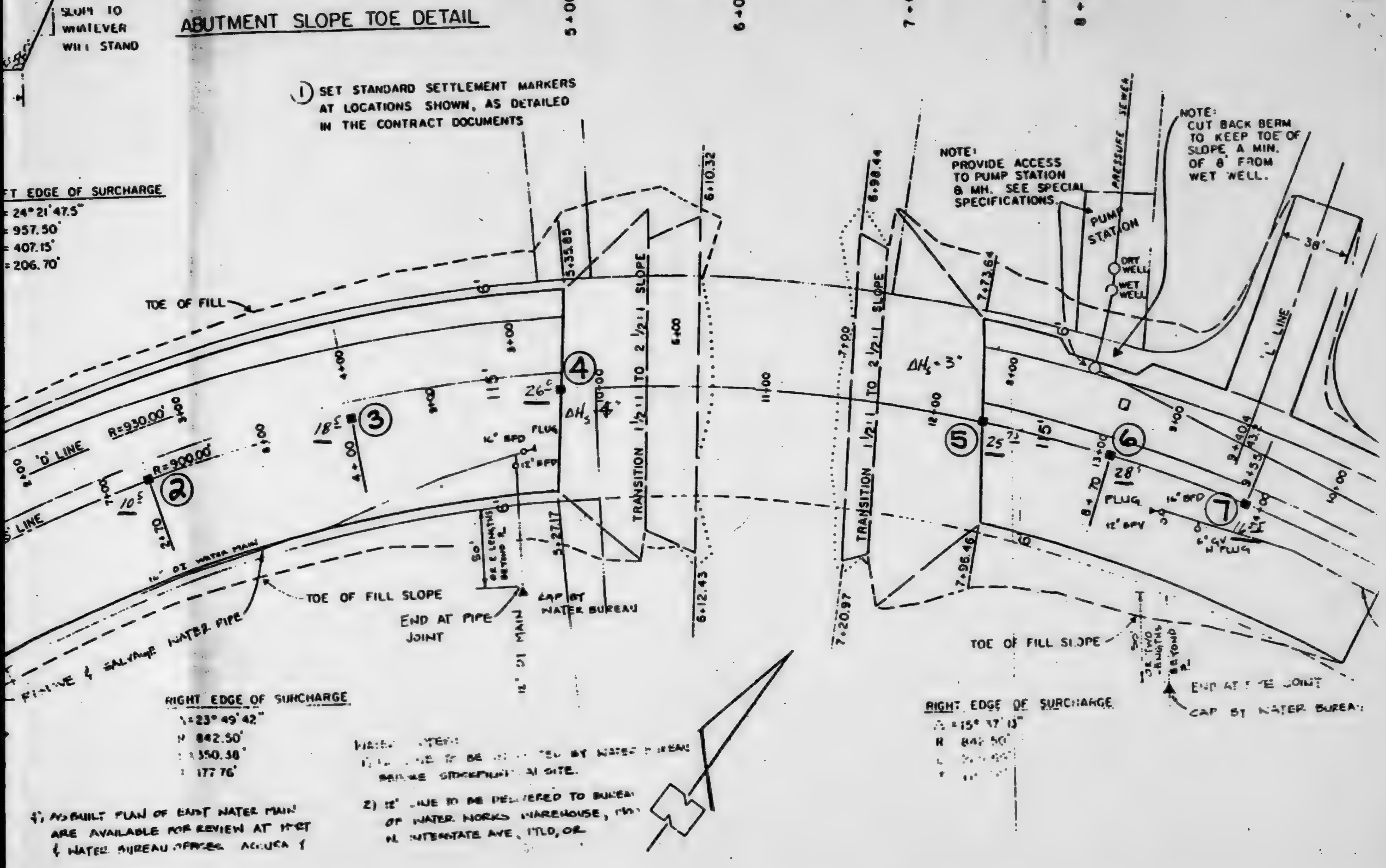
NOTE: SURCHARGE FILL IS MINIMUM 5 FEET THICK OR 2/3 THICKNESS OF STRUCTURAL FILL; WHICHEVER IS GREATEST.
REFER TO PLAN AND PROFILE DRAWING PREPARED BY CITY OF PORTLAND SHOWING FILL GRADES AND EXISTING SURFACE.


MARINE DRIVE
ABUTMENTS
PRIMARY SETTLEMENT DUE TO STRUCTURAL FILL
MARY SETTLEMENT DUE TO
RUCTURAL FILL AND
RCHARGE FILL
ΔH=
ΔHs=2.8
25"
30"
ΔHp (ACTUAL)
ΔHs (EST.)
ΔHs=4.0
10
25"
3"
ΔHp (ACTUAL)
ΔHs (EST.)
STATIONS
0+00
1+00
2+00
3+00
4+00
5+00
6+00
7+00
8+00
9+00
10+00
11+00
0+00 THIS DRAWING
STATION 4+59.60
CENTERLINE SURVEY
RECOMMENDED SURCHARGE FILL GRADE
PERMANENT FILL
EXISTING GROUND PROFILE
5'
30'
40'
URCHARGE FILL IS MINIMUM 5 FEET
R 2/3 THICKNESS OF STRUCTURAL
HICHEVER IS GREATEST.
D PLAN AND PROFILE DRAWING
D BY CITY OF PORTLAND SHOWING
ADES AND EXISTING SURFACE.


N. LOMBARD ST. / N. MARINE DR
ABUTMENT SLOPE TOE DETAIL
SEE PROFILE
5'
3'
10'
SLOPE TO WHATEVER WILL STAND
① SET STANDARD SETTLEMENT MARKERS AT LOCATIONS SHOWN, AS DETAILED IN THE CONTRACT DOCUMENTS
LEFT EDGE OF SURCHARGE
Δ = 24° 21' 47.5"
R = 957.50'
L = 407.15'
T = 206.70'
5+00
6+00
7+00
8+00
NOTE: PROVIDE ACCESS TO PUMP STATION & MH. SEE SPECIAL SPECIFICATIONS.
PRESSURE SEWER
PUMP STATION
DRY WELL
WET WELL
NOTE: CUT TO SLOPE OF WET
TOE OF FILL
P.C. 'S' LINE & 'D' LINE
1+40.4
'D' LINE
R=930.00'
'S' LINE
R=900.00'
1+00
2+00
3+00
4+00
5+00
6+00
7+00
8+00
9+00
10+00
11+00
12+00
13+00
2+70
4+00
8+70
ΔH_p = 11⁵
10⁵
18⁵
26⁶
25⁷²
28¹
ΔH_s = 4"
ΔH_s = 3"
11.5'
16" WATER MAIN
16" BFD
12" BFD
PLUG
5+35.85
5+27.17
6+10.32
6+12.43
6+98.44
7+20.97
7+73.64
7+96.46
TRANSITION 1 1/2:1 TO 2 1/2:1 SLOPE
TRANSITION 1 1/2:1 TO 2 1/2:1 SLOPE
50'
OR 2 LENGTHS BEYOND ℄
CAP BY WATER BUREAU
12" DI MAIN
END AT PIPE JOINT
TOE OF FILL SLOPE
TOE OF FILL SLOPE
REMOVE & SALVAGE WATER PIPE
AIR RELEASE
OR TWO LENGTHS BEYOND
CAP
RIGHT EDGE OF SURCHARGE
Δ=23° 49' 42"
R 842.50'
L = 350.38'
T 177.76'
RIGHT EDGE OF SURCHARGE
Δ = 15° 37' 13"
R 842.50'
WATER NOTES:
1) ... TO BE ... BY WATER BUREAU BEFORE STOCKPILING AT SITE.
2) 12" LINE TO BE DELIVERED TO BUREAU OF WATER WORKS WAREHOUSE, N INTERSTATE AVE, PTLD, OR
3) AS-BUILT PLAN OF EXIST WATER MAIN ARE AVAILABLE FOR REVIEW AT ... & WATER BUREAU OFFICES ...
END PIPE
END REMOVAL
]

N. LOMBARD ST. / N. MARINE DRIVE

TY
NO


SLOPE TO WHATEVER WILL STAND
ABUTMENT SLOPE TOE DETAIL
5+00
6+00
7+00
8+00
① SET STANDARD SETTLEMENT MARKERS AT LOCATIONS SHOWN, AS DETAILED IN THE CONTRACT DOCUMENTS
FT EDGE OF SURCHARGE
= 24°21'47.5"
= 957.50'
= 407.15'
= 206.70'
TOE OF FILL
'D' LINE
R=930.00'
R=900.00'
S LINE
2+00
2+70
3+00
10ˢ
②
18ˢ
③
4+00
26ᶜ
④
ΔHₛ=4"
5+35.85
5+27.17
6+10.32
6+12.43
TRANSITION 1½:1 TO 2½:1 SLOPE
11+00
6+98.44
7+20.97
7+73.64
7+96.46
ΔHₛ=3"
12+00
⑤
25⁷³
15'
⑥
28ˢ
13+00
8+70
PLUG
16" BFD
12" BFV
⑦
14ˢ
9+35
9+40.4
6" GV & PLUG
'L' LINE
38'
NOTE: PROVIDE ACCESS TO PUMP STATION & MH. SEE SPECIAL SPECIFICATIONS.
PUMP STATION
DRY WELL
WET WELL
PRESSURE SEWER
NOTE: CUT BACK BERM TO KEEP TOE OF SLOPE A MIN. OF 8' FROM WET WELL.
16" DI WATER MAIN
REMOVE & SALVAGE WATER PIPE
TOE OF FILL SLOPE
50'
OR 2 LENGTHS BEYOND
END AT PIPE JOINT
CAP BY WATER BUREAU
12" DI MAIN
TOE OF FILL SLOPE
OR TWO LENGTHS BEYOND
END AT PIPE JOINT
CAP BY WATER BUREAU
RIGHT EDGE OF SURCHARGE
Δ=23°49'42"
R 842.50'
350.38'
177.76'
RIGHT EDGE OF SURCHARGE
Δ=15°37'13"
R 842.50'
WATER NOTES:
1) ... TO BE ... BY WATER BUREAU ... STOCKPILED AT SITE.
2) 12" LINE TO BE DELIVERED TO BUREAU OF WATER WORKS WAREHOUSE, ... N. INTERSTATE AVE., PTLD, OR
4) AS BUILT PLAN OF EAST WATER MAIN ARE AVAILABLE FOR REVIEW AT ... & WATER BUREAU OFFICES. ACCURACY

9880

11,148
Tim H. Thex
JULY 17, 1981
TIM H. THEX

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

PROJECT Lombard St. Marine Dr. Connection

PREPARER Lee Doss

HIGHWAY FAU 9958 N. Lombard St. - N. Marine Dr.

DATE May 17, 1984

COUNTY Multnomah County

CITY Portland

PROJECT DESCRIPTION:

The project connects the north end of North Lombard Street with the west end of North Marine Drive by bridging the Columbia Slough which lies between them and constructing a connecting street which curves, concave southeasterly, through about 90 degrees. The connection completes an arterial loop through the Rivergate Industrial District, a Port facility for heavy industry (See attached sketch).

EXISTING LAND USE ACTIVITIES:

Land adjacent to the project is mostly vacant, but is being developed for port and shipping industries. Those already in the general area are coal, grain milling, and shipping and terminal warehousing facilities. The Carnation Co. Milling Division lies approximately 300 feet to the west of the southerly terminus of this project.

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

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TRAFFIC DATA AND PREDICTED NOISE LEVELS
Peak Truck Hour

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq @ 50 feet	Leq 72 dBA Contour Distance (from road centerline)
	(vehicles per hour)					
1984 (Existing)	95	15	15	35	64 dBA	N/A
N/A ~~(No-Build)~~						
2000 (Build)	500	90	90	35	72 dBA	48 ft.

EXISTING SOUND LEVELS:

No measurement was taken.

TRAFFIC NOISE IMPACTS:

None. More noise can be expected from future heavy industries (blowers and machinery) than from street traffic.

TRAFFIC NOISE MITIGATION:

None proposed.

CONSTRUCTION NOISE: Construction is presently underway on the bridge.

Impacts: None are anticipated.

Mitigation: ~~See Attachment.~~ All work shall be in conformity with City of Portland Ordinance No. 141882, Title 18.

LOCAL COORDINATION:

A copy of this report will be sent to the City of Portland and the Port of Portland. Predicted noise levels as shown in this report may aid the Port in planning of facilities.

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

PRELIMINARY COPY
MAY 10 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

STATE HIGHWAY DIVISION
NOISE STUDY REPORT

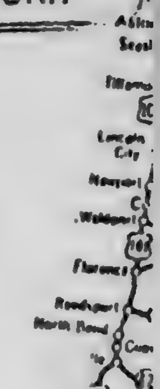
PLANS FOR PROPOSED PROJECT

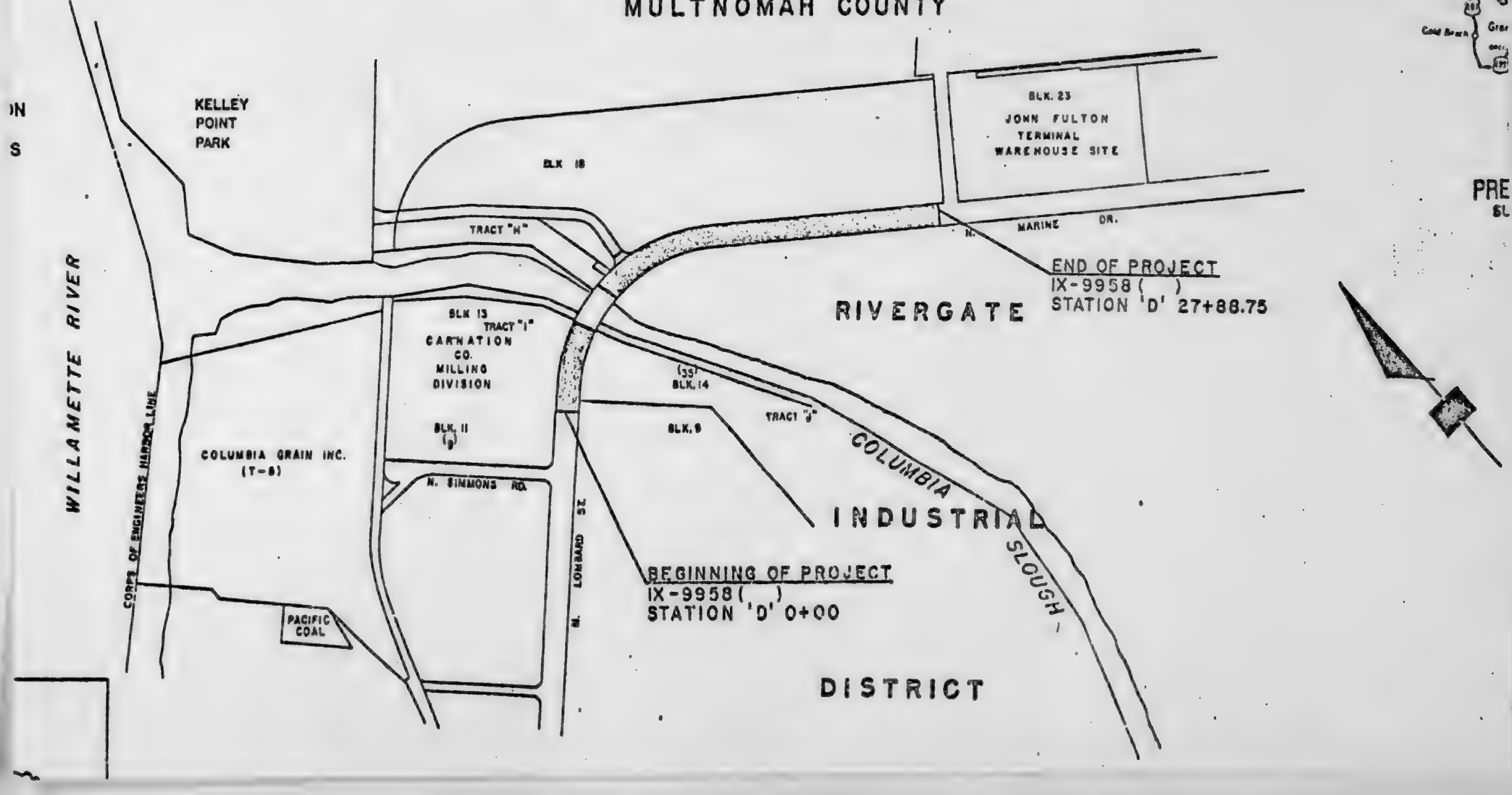
GRADING, PAVING, ILLUMINATION, STORM SEWERS AND WATER MAIN

LOMBARD ST.-MARINE DR. CONNECTION (PORTLAND) SEC.

F.A.U. 9958 N. LOMBARD ST. N. MARINE DR.

MULTNOMAH COUNTY




KELLEY
POINT
PARK
BLK 18
BLK. 23
JOHN FULTON
TERMINAL
WAREHOUSE SITE
TRACT "H"
N. MARINE DR.
END OF PROJECT
IX-9958( )
STATION 'D' 27+88.75
RIVERGATE
WILLAMETTE RIVER
BLK 13
TRACT "I"
CARNATION
CO.
MILLING
DIVISION
BLK. 11
BLK. 14
BLK. 9
TRACT "J"
COLUMBIA SLOUGH
COLUMBIA GRAIN INC.
(T-8)
N. SIMMONS RD.
N. LOMBARD ST.
INDUSTRIAL
CORPS OF ENGINEERS HARBOR LINE
BEGINNING OF PROJECT
IX-9958( )
STATION 'D' 0+00
PACIFIC
COAL
DISTRICT
PRE
SL

ROAD DESIGN SECTION   DES 16

Donald E. Fantz   April 18, 1984
Project Coordinator

Donald R. Adams, P.E. [illegible]
Final Design Engineer

N. Lombard St.-N. Marine Dr. Connection (Portland)
N. Lombard St.-N. Marine Drive; FAU 9958
Multnomah County

Attached are prints of the subject project. The following items are required:

1. Sheet 2 - Alternate "A" paving eliminated. Sheet 2 revised to reflect Alternate "B" design as per your April 10, 1984 letter.

2. Sheet 2B - Dimension on Waterproof Service Cabinet Detail. On Pole Base Detail (5), #4 Hoops. On Service Wiring Diagram Distribution and Control Center Detail, #6 Stranded Wire, 30A and 60A, 2 Pole. Changes are in red on the plan sheet. These changes include your recommendations per letter dated April 10, 1984.

3. Sheet 2C - Minimum OSHD Standards show that Class 100 riprap be 18 inches thick, Class 700 riprap be 3 feet thick and that filter blanket be 9 inches thick.

4. Sheet 2E - Alternate base design revised as indicated on Pipe Bedding and Typical Trench Section Detail.

5. Sheet 2I - 2 feet if possible between face of curb and edge of sign on Sign Installation Detail.

6. Sheet 2J - Revised sheet to reflect elimination of Alternate "A" base design.

7. Sheets 3, 4 and 5 - Revised Note 3 - eliminate Alternate "A" base design.

8. Sheets 3, 4 and 5 - Grade line shows no vertical curves in some instances. Our policy is to use vertical curves at all grade breaks where the algebraic difference is .5% or greater. Should vertical curves be used?

____Versteeg ________
____Anderson ________
____Adams ________
____Macnab ________
____Edwards ________
____Terpin ________
____Trout ________
____Wekerlig ________

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APR 19 1984
ROAD DESIGN SECTION

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Action ________

> Summary indicates 4,200 cu. yds. of General Excavation. Plans do not show where it is. Our policy is to show a breakdown of earthwork quantities on the plans, generally below the profiles where Excavation or Embankment occur.

Other suggested changes not mentioned above are also shown in red on the plans.

Our Surfacing and Soils Unit will be reviewing your copy of the soils report concerning settlement.

DRA:KK:ja

Attachments

cc Karl Keller

726-1958

STATE OF OREGON

INTEROFFICE MEMO

TO: DONALD R. ADAMS
Final Design Engineer

DATE: April 12, 1984

Donald E. Fantz

FROM: DONALD E. FANTZ
Project Coordinator

SUBJECT: North Lombard Street-North Marine Drive Connection

City of Portland project plans were transmitted to you through Frank Terpin early in March. Since their submittal, the City of Portland has developed several revisions to be applied to their plans as outlined in the attached transmittal.

The major change involves deletion of the alternative bid for the roadway surfacing. Originally, the City proposed to have an alternative bid for AC pavement and PCC pavement. Through conversation with John Scofield about the alternative pavement designs, the City of Portland has decided only to bid the concrete pavement section. Because the Port of Portland has raised a concern about differential settlement of the pavement, the City has enclosed a bridge foundation study for review. Their interpretation is that only uniform settlement will take place. Unless we suspect different, the City would like the concrete pavement used for this project.

The typical sections in the plans were developed showing the AC pavement with an inset showing the concrete pavement. The City intends to have the "alternative A pavement" reference crossed out on sheet 2, This leaves notes about AC pavement on the typical sections that may be misleading to bidders. There may be further revisions to sheet 2, sheet 2J, and the specs necessary to adequately delete the alternative bid.

Unless you see a problem with differential settlement of the concrete pavement for this location, please proceed with plan revisions requested by the City prior to further plan processing.

po

cc: J. D. McClure
C. H. Duval

Attachments
Retained w/ Jon Dain

CC: SPECS
SURFACING DESIGN

RECEIVED
APR 13 1984
ROAD DESIGN SECTION

Versteeg
✓ Anderson A
Adams A
Macnab
Edwards
Terpin
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Bring Up / /
Action

Ret. to Fi. Design File

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

April 10, 1984

OM MRE OE PPM CE
TOS ME
US 4-10-84 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Oregon Department of Transportation
Attention: Don Fantz
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Lombard St. - Marine Dr. Connection

Dear Don,

Review of plans and specifications for the subject project subsequent to their transmittal to ODOT has uncovered several inconsistencies. The purpose of this letter is to make corrections and additions to the plans and specifications before they are reviewed further by ODOT.

The corrections and additions to the special provisions are as follows:

Subsection 105.06 Change the first paragraph to:

> 105.06 Cooperation with Utilities - Preliminary arrangements for adjusting utilities will be made by the City of Portland prior to construction.

Subsection 651.11 (i) Add the following underlined word:

> 651.11 (i) Service Cabinet - Cabinet shall be U.L. labelled and listed...

Subsection 651.40 (c) Delete subsection 651.40 (c).

Enclosed are blueline copies of plan sheets that require correction. The corrections are red-lined on the plan sheets and are summarized below:

Sheet 2 Typical Sections

✓1. Delete Alternate A pavement section.

Sheet 2B Details

✓1. Erase the words "well compacted or" from the note for pole base detail.

✓2. Add "P.C.C./A.C. Transition" note to Portland Cement Concrete Pavement detail.

✓3. Add changes to Waterproof Service Cabinet detail showing circuit breaker and transformer.

✓4. 11-inch bolt circle for light pole.

Sheet 2E Storm Sewer Details

✓1. Change the existing "2' Max" dimension on second Precast Concrete Manhole detail to "26" Max".

Sheet 2H Roadway Illumination

✓1. Add note showing 3-#8 wires in a 1-1/2-inch conduit.

Sheet 2J Summary

✓1. Correct spelling of "Impervious"

✓2. Change project label in upper right-hand corner

Sheet 3A Storm Sewer Plan

✓1. Add project number and fiscal year to label in upper right hand corner.

Sheet 4 Street Plan

✓1. Add note and symbol for existing 48-inch CMP.

Sheet 4A Storm Sewer Plan

✓1. Add project number and fiscal year to label in upper right hand corner.

✓2. Add note and symbol for existing 48-inch CMP.

✓3. Add cross-section of 48-inch CMP on profile.

Sheet 5A Storm Sewer Plan

1. Add project number and fiscal year to label in upper right hand corner.

John Scofield called me about the alternate pavement designs. Based on his recommendation and concurrences with affected bureaus within the City, it has been decided to only bid the concrete pavement section. However, the Port of Portland has voiced a concern that differential settlement may occur in the project site and that a concrete pavement may be a poor choice. From the soils information obtained for the construction of the bridge across the Columbia Slough, it seems that only uniform settlement will take place. I have included a copy of the soils report and a boring log taken for the bridge. Unless your soils people see a problem with a concrete pavement for this location, please only bid the concrete pavement alternate.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Arterial Street Design and Construction
Bureau of Transportation Engineering

BIK:jw

Enclosures

DATE: April 10, 1984 PRO-CON 21

TO: Governor Victor Atiyeh
Office of the Governor

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects

Your letter of January 15, 1982, requested I keep you informed as to the projects considered to use withdrawn Interstate funds. The projects in the Portland urbanized area submitted during the months of January 1984 through March 1984 are:

1) N. Lombard St./Marine Drive Connection Sec.
2) Signal Replacement at 22 Intersections

There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects are based on the Region's transportation planning process which embodies a continuing cooperative approach. The projects are included in the Region's Transportation Improvement Program.

JLG:pf

bcc: H. S. Coulter
R. N. Bothman
Gary A. Potter
J. L. Gaither
E. L. Hardt
D. O. Christensen

February 27, 1984

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

AGR 4

Attention: Jewel Lansing
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 8052

Gentlemen or Ladies:

Attached for your files are two fully executed copies of an agreement for construction of the North Lombard Street-Marine Drive Connection.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Atts.

bc: Gary Potter (agreement attached)

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: H.S. Coulter, P.E.
State Highway Engineer

DATE: December 28, 1983

FROM: Gary A. Potter, Manager Gary
Program Section

SUBJECT: Proposed Interstate Transfer Project

The City of Portland is requesting approval of a project not included in the approved Six-Year Highway Improvement Program. The Rivergate Industrial Area is bisected by the Columbia Slough which runs generally from northwest to southeast. Access from one side of the slough to the other is possible only by a nine mile detour. The Port of Portland has awarded a contract for construction of a bridge over the slough.

This proprosed project will construct roadway sections connecting the bridge to the existing streets on N. Lombard Street to the west and N. Marine Drive to the east. Right-of-way for this new section has been donated to the City by the Port of Portland. The City will perform the major preliminary and construction engineering functions. State will advertise and award contracts and monitor the engineering and contract work. Funding will be with Interstate Transfer funds, withdrawn from the I-505 Freeway, at 85 percent and 15 percent from the City with no cost to State. The limits of the project are shown on the attached map. In summary:

JURISDICTION	SECTION	TOTAL EST. COST	FEDERAL FUNDS	COUNTY SHARE
City of Portland	N. Lombard St./ Marine Drive Connection	$1,370,000	$1,164,500	$205,500

Metro Region and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

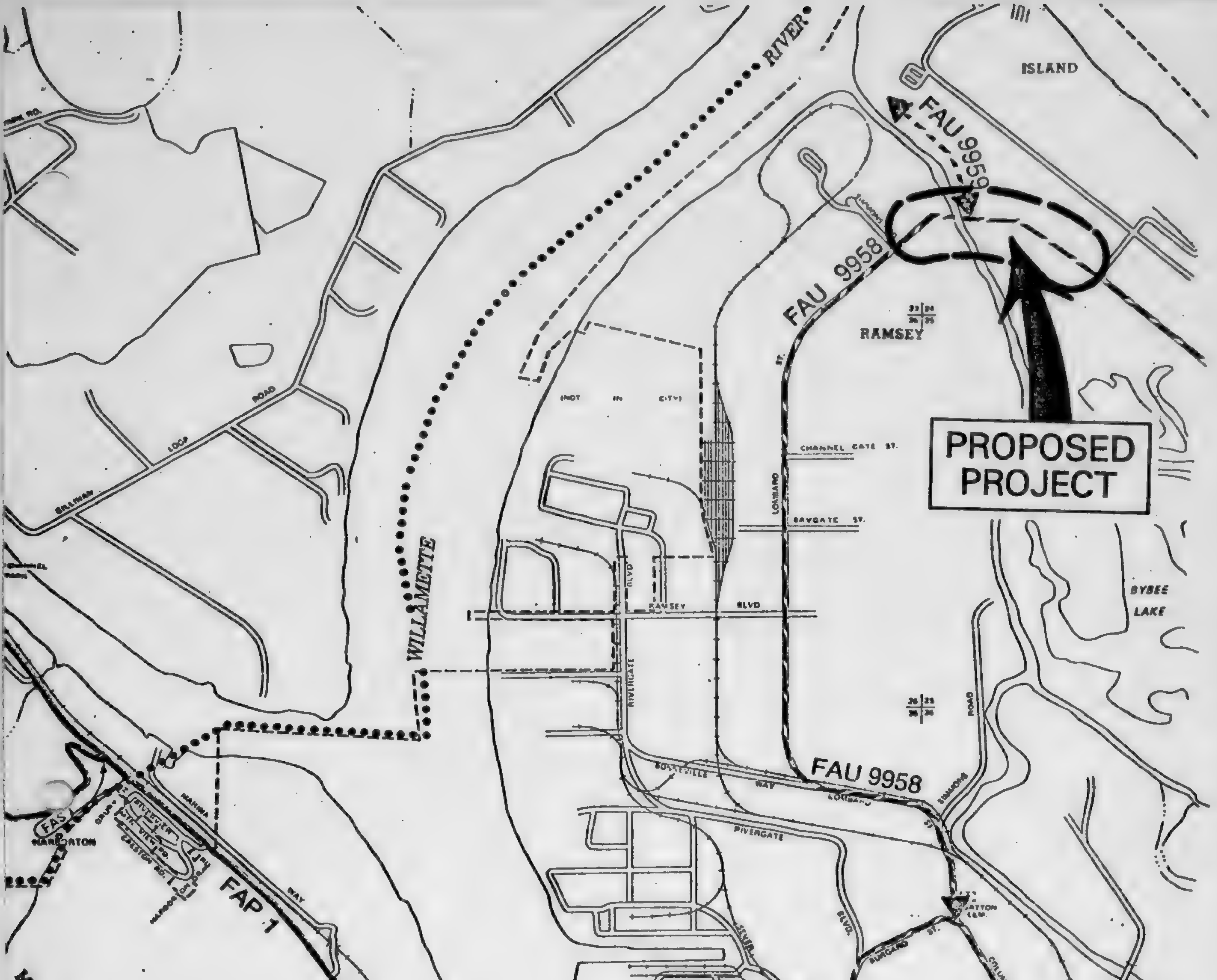
For State Highway Engineer

Date 12-30-83

GEZ:bkb
Att.

12-30-83
orig to [illegible]
1 cy Prog file

81-125-1387


ISLAND
FAU 9959
FAU 9958
RAMSEY
PROPOSED PROJECT
BYBEE LAKE
WILLAMETTE RIVER
(NOT IN CITY)
CHANNEL GATE ST.
BAYGATE ST.
RAMSEY BLVD
RIVERGATE BLVD
LOMBARD
BONNEVILLE WAY
FAU 9958
RIVERGATE
LOOP ROAD
MARINA WAY
FAS
HARBORTON
FAP 1
30
MOUNTAINS
FOREST PARK
PORTLAND
Pop. 370,000
KINGSLEY PARK
(LOWER) COLUMBIA RIVER HWY
FAU 9956
FAU 9982
FAU 9956
UNION PACIFIC RY.
FAU
FAU
FAU
FAU

PROJEC⁻ ᴾROSPECTUS
PART 4 — SURVEY AUTHORITY

Multnomah County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: N. Lombard St./N. Marine Dr. Connection

REGION: Metro

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 726-1958

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,500	$ 1,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	30,200	30,200	918 LOCATION		600	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200	200
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		500	921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT	200	200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST	500	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	200	200	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200	200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 37,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX-9958(1)

LOCATION ENGINEER'S REMARKS

1 Versteeg
Anderson
Cy ~~Adams~~ mann
Cy Macnab
2 Edwards E
Turpin
3 Trout
Cy Waberlig

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

Approved 12-30-83 by Hwy Engr. $1,370,000

PREPARED BY	DATE 12-5-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/20/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-27-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02232

SECTION N. Lombard St./N. Marine Dr. Connection				REGION Metro
STATE HIGHWAY # N/A	HIGHWAY NAME N/A		MILE POST FROM TO	LENGTH 2,496
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME N. Lombard St./N. Marine Dr.	
ROUTE #	FEDERAL AID # FAU 9958	APPLICANT (IF OTHER THAN STATE) City of Portland		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 37.6	GRADING (✓)	X	FILES (#)	-0-
RIGHT OF WAY		$ -0-	PAVING (✓)	X	ACRES (#)	-0-
ROADWAY	$ 449.6		STRUCTURES (✓)	N/A	RELOCATIONS (#)	-0-
STRUCTURES	$ -0-		SIGNING (✓)	X	**WORK BY STATE/CONSULTANT/APPLICANT**	
~~SIGNALS~~ Water	$ 87.0		SIGNALS (✓)	N/A	PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$ 64.1		ILLUMINATION (✓)	X	CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 1.0				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
Storm	$ 350.0		ENVIRONMENTAL CLASS (1,2,3)	3	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 380.7		DESIGN CATEGORY (1-7)	5	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 1,332.4	WORK TYPE (1-12)	1	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 1,370.0				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2nd/84	RECOMMENDED FUNDING SOURCE FAIX	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Unpaved 2 lane dirt road	2
STRUCTURES (#)	None	Bridge by others
SIGNALS (#)	None	None
BIKE PATH (Y/N)	None	Y - On Marine Dr.
AVERAGE DAILY TRAFFIC	703	10,800
YEAR OF AVERAGE DAILY TRAFFIC	1980	2000

DEFINE THE PROBLEM

The Rivergate Industrial Dist. is bisected by Columbia Slough which runs generally from the northwest to the southeast Access from one side to the other is possible only by a 9 mile detour. This problem has hampered full development of th area to its full industrial capacity.

PROPOSED SOLUTION

The Port of Portland is constructing a bridge over the slough to help correct this access problem. This will allow roadways to be built from the approaches of the bridge to the end of N. Lombard St., and the end of N. Marine Dr., t by completing a roadway loop which will provide better access to the area.

REQUESTED, REGION ENGINEER X Edward Hunt	DATE 12/17/83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N. Lombard St./N. Marine Drive Connection

REGION Metro Region

PROJECT JUSTIFICATION

Presently, the Rivergate Industrial Area is bisected by the Columbia Slough which runs generally from the northwest to the southeast. Access from one side of the slough to the other is possible only by a nine mile detour.

The Port of Portland is starting construction of a bridge over the slough in November 1983. After completion, the bridge will provide vehicular access to both sides. Construction of roadways from both sides of the bridge to the end of N. Lombard St. and the end of N. Marine Drive will connect two main arterials serving the district, and thereby greatly improve access throughout the Rivergate Industrial District.

This route is identified in the Portland Arterial Streets Classification Policy as a major city traffic street for truck traffic and transit access to the Rivergate Industrial Area. It is also designated as FAU route No. 9958 under the Regional Transportation Plan, in which it is included as a recommended project.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N. Lombard St./N. Marine Dr. Connection

REGION Metro

TER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS					
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	N		
RECONNAISSANCE SURVEY	A	DETOUR	N	BORROW SOURCE	A	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	N	ILLUMINATION	A	MATERIAL SOURCE	A	COAST GUARD	*A	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	A	SECTION 106	N		
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	A	NOISE STUDY	N		
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	-0-	NEW (#)	-0-
						UTILITIES	A	(LIST BELOW)			

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
-0-	-0-	-0-	-0-

COMPANIES
TV Cable: Cable Systems Pacific
Power: PP&L, PGE
Water: City of Portland
Tele: PNB
Gas: NW Natural Gas

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	-0-	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 30 MPH	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDEWALK	CURB TYPE	PARKING	SHOULDER + Bike Path	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER + Bike Path	PARKING	CURB TYPE	SIDEWALK	BIKE PATH
EXISTING																
			Existing roadway is unpaved dirt, varying in width													
~~8'~~	--	Type "C"	--	~~5'~~ 6'	--	--	~~11'~~ 14'	0	~~11'~~ 14'	--	--	6' ~~10'~~	--	Type "C"	--	~~8'~~

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
2" Cl. "C" AC	X				
3" Cl. "B" AC	X		10" CTB	X	

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	252'	32' ~~36'~~	N/A	BRIDGE 5			
BRIDGE 2	(Bridge 1 to be built by others)			BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N. Lombard St./N. Marine Connection

REGION Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

The project is located entirely within the Rivergate Industrial District, which is owned by the Port of Portland. The Port has donated the necessary rights-of-way and easements to the City for implementation of this project. No right-of-way acquisition, or relocations will be required for this project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Implementation of the proposed project will greatly improve access to the area, and thereby stimulate development of the Rivergate Industrial area to its full capacity. The City's Comprehensive Plan identifies the area as M1, Heavy Manufacturing. The proposed project is consistent with, and supports the Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Implementation of the proposed project will provide access to I-5 from South Rivergate via N. Marine Drive, thereby diverting traffic from N. Columbia Blvd., N. Lombard Ave., and adjacent residential areas.

Within Rivergate, traffic is expected to increase on Lombard and Marine Dr. (see reverse sid

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

On January 3, 1983, the Port of Portland submitted a request to the U.S. Coast Guard for a permit to construct a bridge over the Columbia Slough with approach roads on both sides of the bridge in the Rivergate Industrial Area. The application included an environmental assessment which concluded that construction of "the bridge will have no significant impact on the human environment." (attached)

Based on this assessment, the U.S. Coast Guard approved the Port's application on May 17, 1983 and granted Bridge Permit No. 6-83-13 to build the bridge and approaches thereto. (see revers sid

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
x Ernest L. Yuzon	796-7168	

GENERAL INSTRUCTIONS

After a project has been approved for inclusion in the Highway Improvement Program, the Project Environment Classification part of the Project Prospectus should be completed and submitted to the Environmental Section. The Environmental Section will review the classification, obtain FHWA approval and send a copy of the form to Program Management for combining with the other parts of the Prospectus.

SPECIAL INSTRUCTIONS

If right of way or easements will not be needed for the project it will not be necessary to complete the Environmental Classification. The project will automatically be classified under the Statewide Categorical Exclusion.

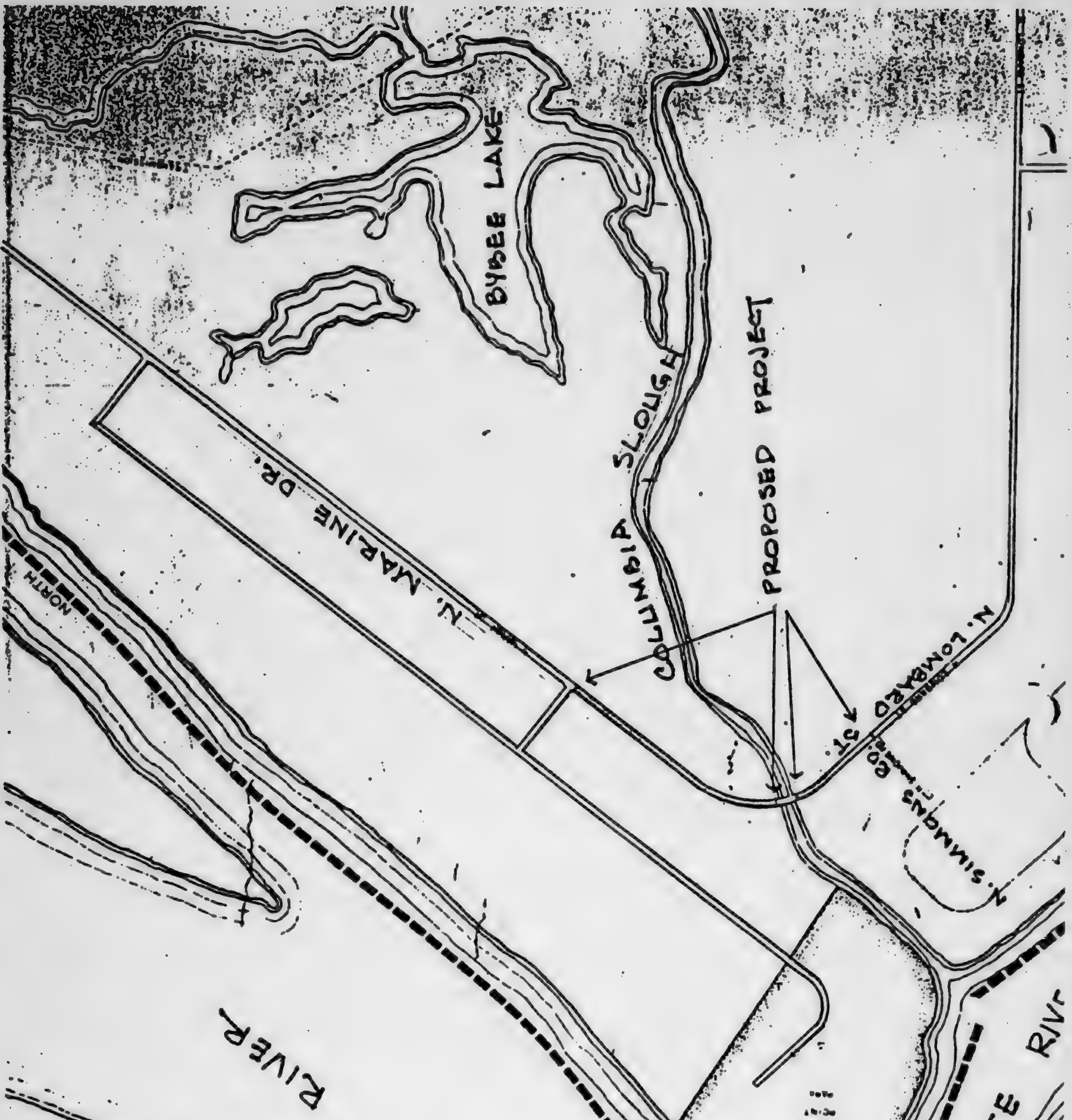
If right of way or easements will be needed for the project, the entire form must be completed and the recommended classification and other documentation shown.

Estimated Impact on Traffic Volumes, Flow Patterns and Safety (continued)

due to the connection provided by the bridge and approach roads. The proposed roadway will be designed to safely accommodate the expected traffic.

Other Documentation (continued)

The area covered by this project prospectus includes the project approved by the Coast Guard, plus the additional extension needed to connect to Marine Drive. This additional extension is the same in character as the area analyzed in the Port application. The conclusions made in the Port application pertain as well to the project proposed in this prospectus.


BYBEE LAKE
COLUMBIA SLOUGH
PROPOSED PROJECT
N. MARINE DR.
N. LOMBARD ST.
SIMMONS RD.
NORTH
COLUMBIA RIVER
WILLAMETTE RIV

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9958(1)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40131

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/27/84

8. FEDERAL ROUTE NUMBER FAU 9958

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

North Lombard Street - Marine Drive Connection

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

TEC $37,500
FF $31,875

13. REMARKS

As requested by Mr. Potter's PEA dated 1/23/84.

RECEIVED
STATE HWY ENGR
FEB 2 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
2/2

14. DATE 1/27/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

DATE: January 20, 1984 CON 21-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to the Director of Transportation on January 15, 1982, by Governor Victor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Industrial Freeway (I-505) from the Interstate Highway System under Section 103 (e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

N. Lombard St./Marine Drive Connection Section
FAU Route 9958
City of Portland
Multnomah County

I have directed the Program Section of the Highway Division to process this project with your office to obligate the Federal Interstate Transfer Funds as they are authorized by the Metropolitan Service District.

cc: Metropolitan Service District

bcc: H.S. Coulter
Gary A. Potter
Ed Hardt
JLG:pf fn

9880

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT
for
OREGON PROJECT IX-9958(-)

North Lombard Street/North Marine Drive Connection

Multnomah County

The FHWA has determined that his project will not have any significant impact on the human environment. This finding of no significant impact is based on the following attachments:

1. The Environmental assessment prepared and adopted on May 5, 1983 by the U. S. Coast Guard.
2. Environmental documentation supplied with the Port of Portland's January 3, 1983 letter to the U. S. Coast Guard.
3. Area map showing the project location.
4. Parts 1 and 3 of the project prospectus prepared by the Oregon Highway Division.

These documents have been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

January 10, 1984

Robert B Hathaway
Robert B. Hathaway
Assistant Division Administrator

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9958(-)
North Lombard Street/North Marine Drive Connection, Multnomah County

Date: January 10, 1984

From: Division Administrator

Reply to Attn. of: HPD.1-OR

To: Mr. Cam Gilmour
Manager, Environmental Section
Oregon State Highway Division

We concur with the finding that the subject project be classified as Class III requiring the preparation of an environmental assessment according to Part 771.115(c), Title 23 CFR.

We have reviewed the environmental assessment prepared by the U. S. Coast Guard and other environmental documentation regarding this project and have issued the attached FONSI.

f Robert B Hathaway
Dale E. Wilken

Attachment

FONSI

cc:
Metro Region (Jef Kaiser, Env.)

ENVIRONMENTAL SECTION
January 17, 1984

cc:
- J. B. Boyd (3)
- J. H. Versteeg (4)
- L. E. George (2)
- G. A. Potter (2)
- Richard McSwain
- W. J. Hart
- C. O. Fredrickson
- F. E. Terpin
- Local Programs Unit
- Cost & Records Spec.
- Surfacing Design
- General Files
- E. L. Hardt
- Jef Kaiser
- Clarence Eschelmann
- Maury Payne

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N. Lombard St./N. Marine Connection

REGION Metro

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ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

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PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

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RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

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Based on this assessment, the U.S. Coast Guard approved the Port's application on May 17, 1983, and granted Bridge Permit No. 6-83-13 to build the bridge and approaches thereto. (see reverse side)

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
x E. L. Yuzon Ernest L. Yuzon	796-7168	January 10, 1984

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If right of way or easements will be needed for the project, the entire form must be completed and the recommended classification and other documentation shown.

Estimated Impact on Traffic Volumes, Flow Patterns and Safety (continued)

due to the connection provided by the bridge and approach roads. The proposed roadway will be designed to safely accommodate the expected traffic.

Other Documentation (continued)

The area covered by this project prospectus includes the project approved by the Coast Guard, plus the additional extension needed to connect to Marine Drive. This additional extension is the same in character as the area analyzed in the Port application. The conclusions made in the Port application pertain as well to the project proposed in this prospectus.

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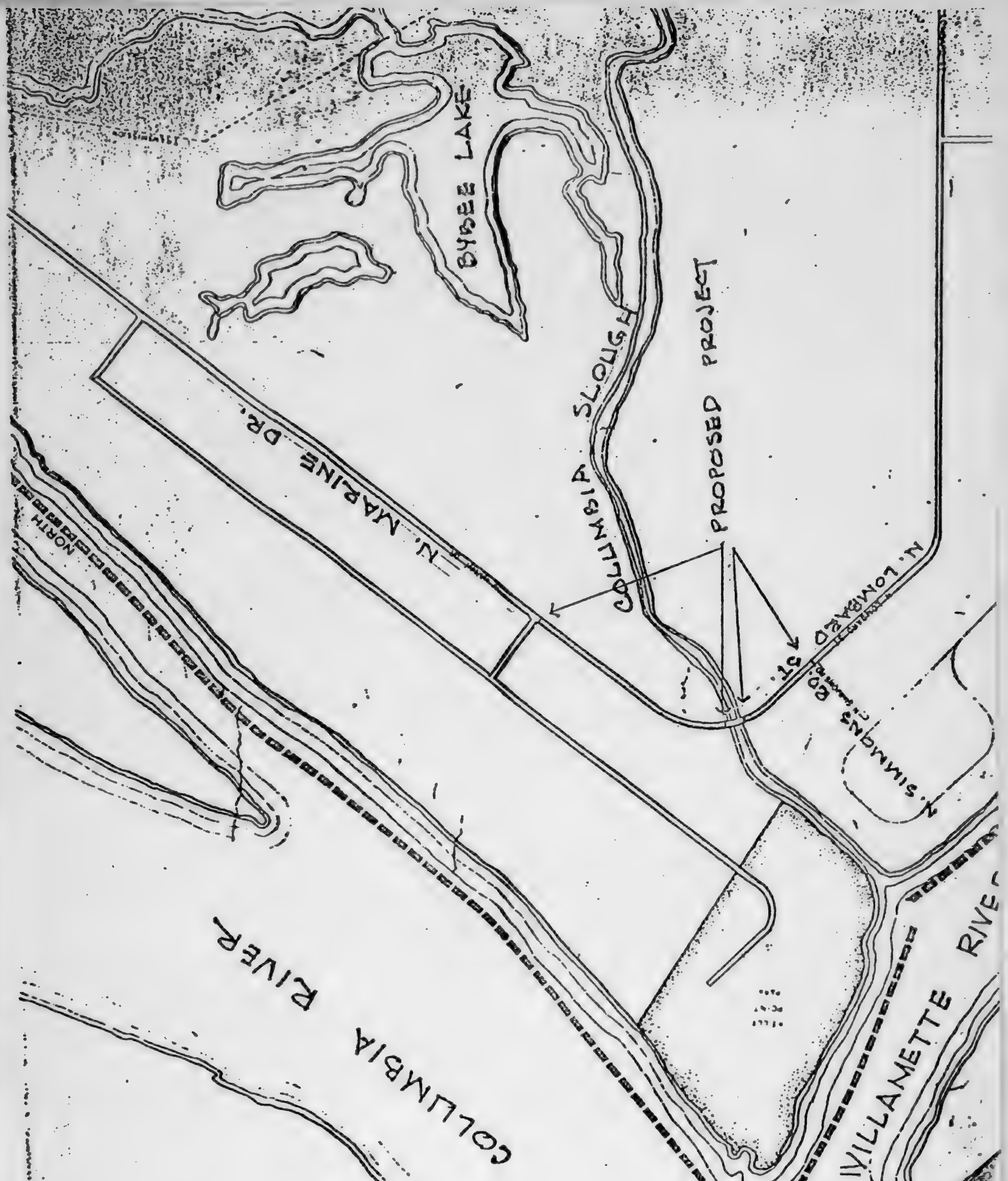

BYBEE LAKE
COLUMBIA SLOUGH
PROPOSED PROJECT
N. MARINE DR.
N. LOMBARD ST.
N. SIMMONS RD.
NORTH
COLUMBIA RIVER
WILLAMETTE RIVE

4110 1

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No :
ENV 3

December 28, 1983

NOTED
E. S. HUNTER

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: North Lombard Street/North Marine
Drive Connection
Multnomah County

Transmitted for your review and concurrence is an Environmental Classification Request for the proposed extension of North Lombard Street and North Marine Drive at Columbia Slough in Multnomah County. The applicant is the City of Portland. The project has been classified as a Class 3, calling for the preparation of an environmental assessment.

The subject proposal is related to a bridge project being advanced by the Port of Portland. When completed, the bridge and road approaches would allow direct access to both sides of Columbia Slough in the Rivergate Industrial Area.

The U.S. Coast Guard has issued a Finding of No Significant Impact (FONSI) for the bridge permit applied for by the Port of Portland. The Environmental Assessment supporting the FONSI includes discussion of the subject road approaches. The Coast Guard's assessment and FONSI is enclosed for your review. Should you determine it can be adopted by you pursuant to 23 CFR 771.121, please return a FONSI for our use in notifying the State Clearinghouse and the public of your determination.

Sincerely,

Campbell M. Gilmour, Manager
Environmental Section

RECEIVED
TECHNICAL SERVICES
DEC 30'83
REFER TO
FOR
Info Invest R/D D/R Sign Act File

CMG:lm
Attachments
cc: E. S. Hunter
E. L. Hardt

Form 734-3122

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02232

SECTION N. Lombard St./N. Marine Dr. Connection

REGION Metro

STATE HIGHWAY # N/A

HIGHWAY NAME N/A

MILE POST FROM TO

LENGTH 2,496

☒ URBAN
☐ RURAL

CITY Portland

COUNTY Multnomah

ROAD/STREET NAME N. Lombard St./N. Marine Dr.

ROUTE #

FEDERAL AID # FAU 9958

APPLICANT (IF OTHER THAN STATE) City of Portland

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 37.6
RIGHT OF WAY		$ -0-
ROADWAY	$ 449.6	
STRUCTURES	$ -0-	
Water ~~SIGNALS~~	$ 87.0	
ILLUMINATION	$ 64.1	
TEMPORARY PROTECTION	$ 1.0	
Storm	$ 350.0	
40% ENGINEERING & CONTINGENCIES	$ 380.7	
TOTAL CONSTRUCTION		$ 1,332.4
TOTAL ESTIMATE		$ 1,370.0

PROJECT DATA

GRADING (✓)	X
PAVING (✓)	X
STRUCTURES (✓)	N/A
SIGNING (✓)	X
SIGNALS (✓)	N/A
ILLUMINATION (✓)	X
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	5
WORK TYPE (1-12)	1

RIGHT OF WAY

FILES (#)	-0-
ACRES (#)	-0-
RELOCATIONS (#)	-0-

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	A
CONSTRUCTION ENGINEERING (S,C,A)	A
RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING

RECOMMENDED LETTING DATE (QUARTER/YEAR) 2nd/84

RECOMMENDED FUNDING SOURCE FAIX

RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Unpaved 2 lane dirt road	2
STRUCTURES (#)	None	Bridge by others
SIGNALS (#)	None	None
BIKE PATH (Y/N)	None	Y - On Marine Dr.
AVERAGE DAILY TRAFFIC	703	10,800
YEAR OF AVERAGE DAILY TRAFFIC	1980	2000

DEFINE THE PROBLEM

The Rivergate Industrial Dist. is bisected by Columbia Slough which runs generally from the northwest to the southeast Access from one side to the other is possible only by a 9 mile detour. This problem has hampered full development of th area to its full industrial capacity.

PROPOSED SOLUTION

The Port of Portland is constructing a bridge over the slough to help correct this access problem. This will allow roadways to be built from the approaches of the bridge to the end of N. Lombard St., and the end of N. Marine Dr., t by completing a roadway loop which will provide better access to the area.

REQUESTED, REGION ENGINEER
X Edward V. Hardt
DATE 12/17/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X
DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X
DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS**, the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

10246
SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
N. Lombard St./N. Marine Drive Connection

REGION
Metro Region

PROJECT JUSTIFICATION

Presently, the Rivergate Industrial Area is bisected by the Columbia Slough which runs generally from the northwest to the southeast. Access from one side of the slough to the other is possible only by a nine mile detour.

The Port of Portland is starting construction of a bridge over the slough in November 1983. After completion, the bridge will provide vehicular access to both sides. Construction of roadways from both sides of the bridge to the end of N. Lombard St. and the end of N. Marine Drive will connect two main arterials serving the district, and thereby greatly improve access throughout the Rivergate Industrial District.

This route is identified in the Portland Arterial Streets Classification Policy as a major city traffic street for truck traffic and transit access to the Rivergate Industrial Area. It is also designated as FAU route No. 9958 under the Regional Transportation Plan, in which it is included as a recommended project.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 'ROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SEC N: N. Lombard St./N. Marine Dr. Connection

REGION: Metro

TER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	A
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N
RECONNAISSANCE SURVEY	A	DETOUR	N	BORROW SOURCE	A
PUBLIC HEARING	N	ILLUMINATION	A	MATERIAL SOURCE	A
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N		

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N		
CONDITIONAL USE	N	SENSITIVE LAND	N		
FLOOD PLAIN	A	CULTURAL RESOURCE	N		
CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	N		
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
STATE LANDS	A	SECTION 106	N		
GEOLOGY AND MINERALS	A	NOISE STUDY	N		
BUILDING	N	SECTION 4(F)	N		
SIGNALS	N	OLD (#)	-0-	NEW (#)	-0-
UTILITIES	A	(LIST BELOW)			

COMPANIES
TV Cable: Cable Systems Pacific
Power: PP&L, PGE
Water: City of Portland
Tele: PNB
Gas: NW Natural Gas

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
-0-	-0-	-0-	-0-

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	-0-	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 30 MPH

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
			Existing roadway is unpaved dirt, varying in width													
5'	--	Type "C"	--	5'	--	--	11'	0	11'	--	--	10'	--	Type "C"	--	5'

PROPOSED

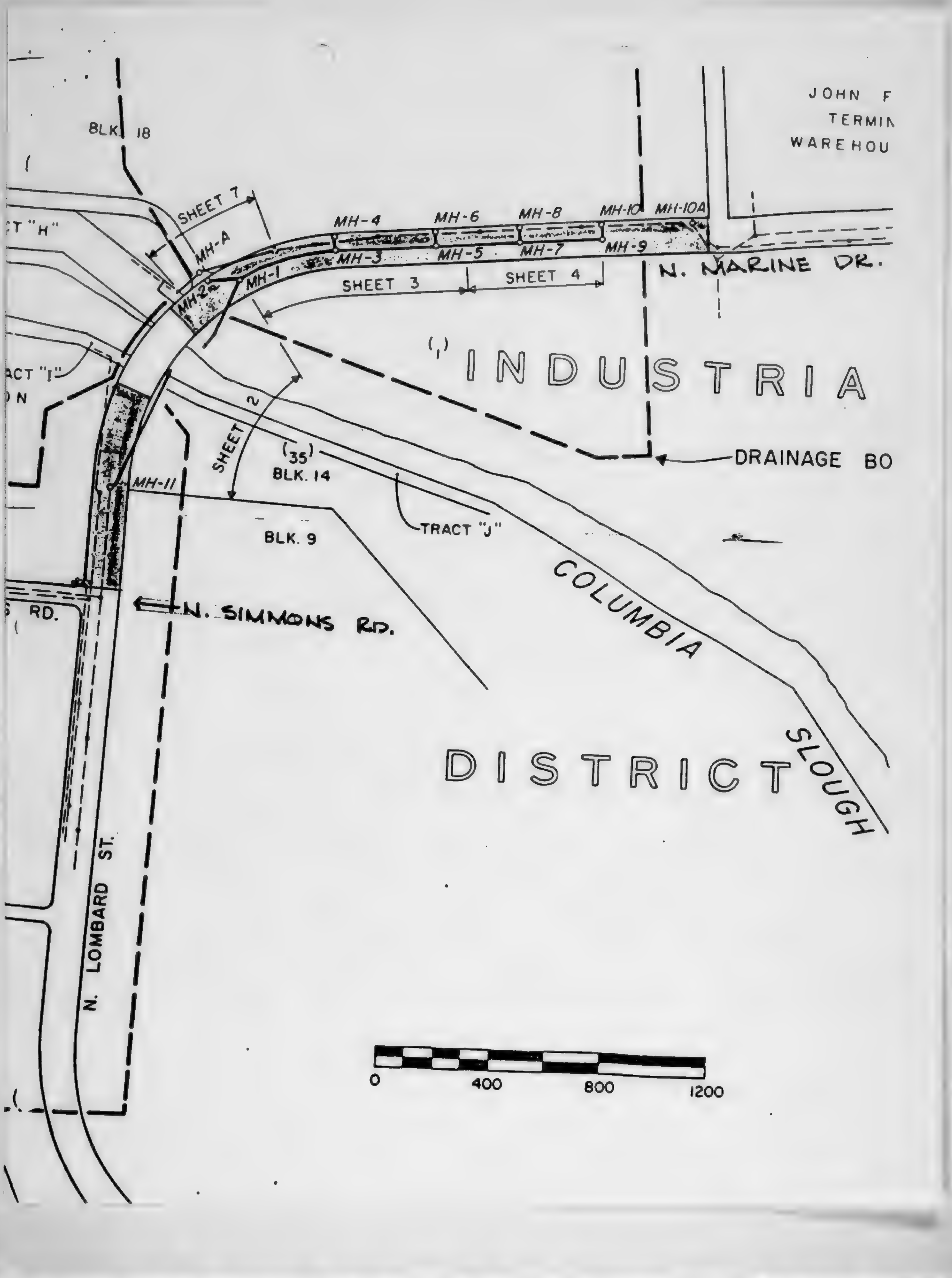
SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
2" Cl. "C" AC	X				
3" Cl. "B" AC	X		10" CTB	X	

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	252'	36'	N/A	BRIDGE 5			
BRIDGE 2	(Bridge 1 to be built by others)			BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)


JOHN F
TERMIN
WAREHOU
BLK. 18
SHEET 7
T "H"
MH-A
MH-4
MH-6
MH-8
MH-10
MH-10A
MH-2
MH-1
MH-3
MH-5
MH-7
MH-9
N. MARINE DR.
SHEET 3
SHEET 4
(1)
INDUSTRIA
ACT "I"
N
SHEET 2
(35)
BLK. 14
DRAINAGE BO
MH-11
BLK. 9
TRACT "J"
COLUMBIA
SLOUGH
RD.
N. SIMMONS RD.
DISTRICT
N. LOMBARD ST.
0
400
800
1200

FEDERAL AID PROJECT REQUEST

Date 11-8-83

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, FAUS____ Project FAIX X

Federal Aid Route No. 9958 Route Name

Project Name N. Lombard St./N. Marine Drive Connection

Project Length 2496 ft. Project Location (Attach sketch map)

Project Description Construct a 2 lane roadway between the Columbia Slough and the westerly terminals of N. Lombard St. and N. Marine Drive with curbs, street lighting, storm sewer, and bike lanes. (A bridge over the slough is being built by others to connect the roadways.)

Average Daily Traffic 703 VPD Design Speed 30 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Varies Travel Lanes 2 Shoulders

Medians None Parking

Sidewalks None

Remarks Existing roadway consists of unpaved dirt road.

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 to 40 ft. Travel Lanes 2 . Shoulders 5' on North side Varies on South side 57' t 65'

Medians No Parking No

Curbed Yes Length Curb Radii

Sidewalk/Bikeway No sidewalk; Bikeways will be provided on Marine Dr.

Remarks Shoulder on south side is designed to accomodate a future 2 lane roadway parallel to the roadway to be built under this project. Both roadways will eventually be separated by a 10' median.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 127 ft. Minimum 127 ft. Maximum 127 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No____

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks All rights-of-way and easements have been donated to the City by the Port of Portland.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None.

2. **Proposed Signalization:**

Location N/A

Type

Phases

Type of Suspension

Interconnected

Remarks No new signal installation is proposed.

3. **Permanent Signing:**

Include in project or by applicant? Include in project

4. **Permanent Striping:**

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None existing

2. **Proposed Illumination:**

Location North side of roadway every 200 ft. spacing

Type High pressure sodium vapor

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location N/A

Type

Approach Roadway Width **Shoulder Width**

Length **Width**

To remain in place? No structure exists presently

2. **Proposed Structure:**

Location A bridge* over Columbia Slough is being constructed by the Port of Portland to allow connection of N. Lombard St. to N. Marine Dr.

Approximate Size: **Length** 252 ft. **Width** 36 ft.

*Not included in this project.

Are sidewalk/bikeways desired: ______________________________

Are any utilities to be attached to structure? Yes, a water main and electrical conduits for street lighting will be attached to the bridge by the City under this project.

Are provisions for illumination desired? Yes, the City will install 2 street lights and poles on the bridge.

Are there any unusual or complicating conditions? ______________________________

Remarks ______________________________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______________________________

   Existing Crossing Protection ______________________________

2. Will existing railroad crossing be altered? N/A

   Remarks ______________________________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement
2. Environmental
3. Public Hearing

Dave Hill, Engineer IV
Office
Bureau of Street & Structural Engineering
Office
1120 SW 5th, Room 840
Office
Portland, OR 97204
Phone 796-7156

Remarks ______________________________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ______ Consultant ______

2. **Project construction engineering to be performed by:**

Applicant X State________ Consultant________

3. **Will applicant perform any work prior to or after award of contract?**

Yes X No________

If "yes," describe briefly: Preliminary engineering survey, design, plans, specifications, estimates, construction survey and inspection

4. **Applicant's estimate of cost for requested project:**

Roadway Work	$ 449,600
Right-of-way costs (if participating)	-0-
Traffic control	1,000
Illumination	64,100
Sxxxxxxxx Water	87,000
Railroad	-0-
Other Storm Sewer	350,000
Preliminary engineering	37,600
Contingencies	380,700
PROJECT TOTAL	$ 1,370,000

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ________ COUNTY

By R. O. Schmidt By________

By________ By________

By________

1984 Quartz Cr, & Salmon R. Bridges 9881
Sec, Sunset & Mt. Hood Hwys. in Ptld.
(bridge deck resurfacing)

jc cc: OSHD (L. W. Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 4/30/86	REPORT MADE BY T. P. Lowe, Area Engineer T Lowe		PROJECT NO. HES-24(37) & 27-1(10)
COMPLETION DATE (Actual) 10/21/83	ACCEPTANCE DATE BY CONRTACT AGENCY October 24, 1984	TIME ELAPSED 60 %	CONTRACT TIME 00 C. D.

LOCATION

Quartz Creek Bridge

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

QUARTZ CREEK BRIDGE
MT. HOOD HIGHWAY
Bridge Deck Resurfacing

The subject structure was overlayed during the 1983 construction season with experimental asphalt containing verglimit. Verglimit is a non caustic de-icing agent. During the winter of 1983-84 the asphalt raveled badly. This experimental project is considered a failure.

In 1984 the State completely removed all the asphalt containing the verglimit along with the deck membrane. Also, the deck was overlayed using a conventional asphaltic concrete.

It should be noted that SFO No. 4 for $1,057 is not participating per Mr. Wilken's memo dated 8/2/85.

The new overlay is exceptionally well done. The smoothness of the AC is above average.

- TPL -

NOTED
W. E. SCHWARTZ CA 5/6

RECEIVED
STATE HWY ENGR
MAY 02 '86
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 5/1/86	TITLE Field Operations Engineer	DATE 5/2/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

jc N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-1(10)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clatsop

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30062

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 4 '85
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE November 21, 1985
8. FEDERAL ROUTE NUMBER Primary 27
9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Quartz Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Installation of a telephone line monitoring equipment & illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11-21-85 as requested in Mr. Potter's letter of 11-25-85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 1 is approved to a TEC of $23,000; Federal Funds $20,700.

14. DATE 12/3/85
15. SIGNATURE OF APPROVING OFFICIAL B Christianson
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9 [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 25, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED B
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Order For Force Work No. 1
Item No. 30062
Project No. HES-27-1(10)
Sunset Hwy. at Quartz Creek Bridge Section
Sunset Highway
Clatsop County

I request your approval of Order For Force Work No. 1 for installation of a telephone line, monitoring equipment and illumination on the subject project. Mr. Clifford Christianson of your office (FHWA) gave verbal approval on November 21, 1985 for the telephone line installation to begin work on November 25, 1985.

Attached are three copies of Order For Force Work No. 1. Reimbursement will be claimed on an actual cost basis. I don't anticipate additional obligation of Federal Funds at this time.

DRH:pf
Attachment

cc: L. E. George
E. L. Hardt
Wayne Schulte
General Files

Form 734-3122

9881

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 8, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9881, On Site Work Substantially Completed September 26, 1984

All Work Completed September 26, 1985

Project Quartz Cr. & Salmon River Bridges

Highway Sunset & Mt. Hood

County Clatsop & Clackamas

Type of Work Bridge Deck Resurfacing

Contractor Baker Rock Crushing Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-17-85 - surety letter written (ac)

noted RWGormsen

RECEIVED
OCT 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9881 N

October 17, 1985

Insurance Co. of North America
P.O. Box 7985
San Francisco, CA 94120

CON 5
#9881

Contract No. 9881 awarded to Baker Rock Crushing Co. for deck resurfacing on the Quartz Creek and Salmon River Bridges of the Sunset and Mt. Hood Highways in Clatsop and Clackamas Counties was completed on September 26, 1985 and accepted by the State Highway Division on October 8, 1985.

Final payment in the amount of $1,358.10 will be released to the contractor after October 22, 1985. The total contract amount is $103,075.90 including $7,837.87 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Baker Rock Crushing Co.
21880 S.W. Farmington Road
Beaverton, OR 97007

Emery and Karrigan, Inc.
123 N.E. 3rd Avenue, Suite 465
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

NOTED ON CARD
10-17-85 ac

FKN:arc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 2, 1985
IN REPLY REFER TO
HFO.1-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project HES-24(35) & HES-27-1(10)
Contract No. 9881
Quartz Creek & Salmon River Bridges
Order for Force Work No. 4

Mr. Fredrickson's July 16, 1985 memorandum requests our confirmation of a February 22, 1985 advanced authorization to perform the subject work.

My staff does not recall any knowledge of this work prior to receiving Mr. Fredrickson's memorandum on July 18, 1985. Therefore, I cannot confirm the advance authorization date requested.

Neither the order nor the attached support data indicate what happened to the generator. Certainly the generator has some value.

I am returning unapproved, the subject order for force work.

Sincerely yours,

G. K. Hosner
for Dale E. Wilken
Division Administrator

Enclosure
cy Order for Force Work No. 4

cc:
OSHD (C. O. Fredrickson, Const)
OSHD (G. Potter, Program)

RECEIVED
STAT HWY ENGR
AUG -7 '85
REFER TO
~~Schwartz~~
FOR

Info	Inves	R/D	D/R	Sign	Act	~~File~~
					✓	

Orig to Fredrickson 8/9

ORDER FOR FORCE WORK

P

ORDER No. 4

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Oregon Electric CONTRACT No. 9881
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Quartz Creek and Salmon River DATE , 19

HIGHWAY Sunset and Mt. Hood FAP No. HES-24(35/HES-27-1(10)

COUNTY Clatsop & Clackamas PREFIX 4-1046 FUNCTION 270-04

DESCRIPTION OF WORK TO BE DONE:

Installation of Electrical Service

LOCATION BY STATION NUMBERS:

Station 800 + 00

ESTIMATE OF QUANTITIES & COSTS:

Labor, Equipment & Materials = $ 4,000.00

EXPLANATION:

Generator is not dependable for electrical power.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 128,439.72
Present estimate of costs including work under this Force Order	$ 155,720.03
Estimated Overrun ~~Underrun~~ Amount	$ 27,280.31
Estimated Overrun ~~Underrun~~ Percent	2

SUBMITTED BY:

TITLE: Proj. Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 2-22-85
Construction or Traffic Engineer

642

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Quartz Creek and Salmon River Bridges	WEEK ENDING March 1, 1985
		SECTION PREFIX 004-1046
	HIGHWAY Sunset and Mt. Hood	COUNTY Clatsop and Clackmas
NAME OF JOB	KIND OF WORK Bridge Deck	
CONTRACTOR Baker Rock Crushing Company	CONTRACT NUMBER 9881	FEDERAL AID PROJECT NUMBER HES-24(35) & HES-27-1(10)
DATE OF CONTRACT August 29, 1984	DATE WORK STARTED September 10, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 128,439.72	SPECIFIED COMPLETION DATE September 30, 1984	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 118,255.07	ENGINEERING AUTHORIZATION $ 10,184.65	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 121,747.50	ENGINEERING COST TO DATE $ 14,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN UNDERRUN 5 %	PERCENT OF AUTHORIZATION 142 %	DATE PROJECT WAS COMPLETED September 26, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				0			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					609 T
TOTAL QUANTITIES CORRECTED TO DATE					662 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					662 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2164	8522						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24		0		
MONDAY 25		0		
TUESDAY 26		0		
WEDNESDAY 27		0		
THURSDAY 28		0		
FRIDAY 1		0		
SATURDAY 23		0		

CE F CAE ---- RECEIVED LS ---- TC ----
SA ---- CG ----
COE ---- OM ---- FE ---- CP ----
OE ---- MAR 0 5 1985 PQC ----
CA ----
CAM ---- CONSTRUCTION OCS ----
EEO ---- SECTION FILE ----

CONTR. NO: 9881

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

24 SUNDAY	No activity February 23 thru March 1,1985
25 MONDAY	
26 TUESDAY	
27 WEDNESDAY	
28 THURSDAY	
1 FRIDAY	
23 SATURDAY	

REMARKS

The Third Notification has beeen sent in.

The semi-final has been sent in.

This will be the last weekly report.

SIGNED LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

RECEIVED
DOT DIRECTOR

JAN 17 '85

REFER TO
Sellis
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

In the CIRCUIT Court of the State of Oregon

for the County of Multnomah

ALLSTATE INSURANCE COMPANY, an Illinois corporation,

vs. *Plaintiff*

FIRST UNITED METHODIST CHURCH OF HILLSBORO, and THE STATE HIGHWAY DIVISION, STATE OF OREGON,

Defendant

No. A8411-06848

SUMMONS

Papers accepted by Florence [illegible]
1-17-85

To Director, State Highway Division, State of Oregon

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

NOTED
W. E. SCHWARTZ

David G. Hosenpud
SIGNATURE OF OREGON RESIDENT ATTORNEY

David G. Hosenpud
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

David G. Hosenpud
ATTORNEY OF RECORD FOR PLAINTIFF(S)
David G. Hosenpud

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: *You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.*

Post office address at which papers in the above entitled action may be served by mail.

David G. Hosenpud
ATTORNEY(S) FOR PLAINTIFF(S)
David G. Hosenpud

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
ATTORNEYS FOR PLAINTIFF
Eighth Floor Pacific Building
Portland, Oregon 97204
Telephone 226-6151

FRED MILLER

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

A8411 06848

ALLSTATE INSURANCE COMPANY, an Illinois corporation,
Plaintiff,
v.
FIRST UNITED METHODIST CHURCH OF HILLSBORO, and THE STATE HIGHWAY DIVISION, STATE OF OREGON,
Defendants.

No.

COMPLAINT (SUBROGATION)

FIRST CLAIM

(First United Methodist Church of Hillsboro)

I

Plaintiff Allstate Insurance Company is, and at all material times was, a foreign corporation licensed to do business in the state of Oregon, and a resident of Multnomah County, Oregon.

II

Defendant First United Methodist Church of Hillsboro, Oregon, is an unincorporated association resident in Hillsboro, Oregon.

III

On November 20, 1984, John O'Donovan was driving a 1978 Chevrolet truck, license No. MMA 662, eastbound on Highway 26 near the Quartz Creek Bridge near Elsie, Oregon.

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//////

IV

Allstate Insurance Company provided automobile insurance to John O'Donovan under its policy No. 007334871.

V

On November 20, 1984, William B. Blair was driving a 1963 Mercedes Benz, license No. 4Z2417, westbound on Highway 26 near the Quartz Creek Bridge near Elsie, Oregon, when, due to the negligent conduct of William Blair, a collision occurred between the automobile driven by William Blair and the automobile driven by John O'Donovan, causing injuries and damages to O'Donovan. At that time, William Blair was an agent or employee of First United Methodist Church and was acting within the course and scope of that employment or agency.

VI

The proximate cause of the accident and collision was William Blair's negligent conduct in one or more of the following particulars:

1. William Blair failed to keep a proper lookout;

2. William Blair failed to keep his automobile under proper control; and

3. William Blair operated his automobile at an excessive rate of speed under the circumstances then and there existing.

VII

As a direct and proximate result of the negligent

//////

conduct of William Blair, John O'Donovan suffered injuries and damages.

VIII

As a direct and proximate result of the negligence of William Blair and the injuries and damages sustained by John O'Donovan and by virtue of its policy No. 007334871 plaintiff has paid certain sums to or on behalf of John O'Donovan which to date total $15,908.09. Plaintiff may be required to pay further sums in the future and will amend this Complaint to state those sums where they are paid.

SECOND CLAIM

(State of Oregon)

IX

Plaintiff realleges Paragraphs I through VIII of this Complaint.

X

At all material times, Highway 26 in the area of the Quartz Creek Bridge, and the Quartz Creek Bridge, are in the jurisdiction of, and the responsibility of, The State Highway Division, State of Oregon.

XI

The collision alleged in Paragraph V of this Complaint was the proximate result of the negligence of the State Highway Division, State of Oregon, in one or more of the following particulars:

//////

1. Defendant Highway Division knew or should have known the Quartz Creek Bridge, and Highway 26 near it, was unsafe in that ice accumulated on or near the bridge, but failed to adequately warn users of Highway 26 near the Quartz Creek Bridge; and

2. Defendant Highway Division knew or should have known the Quartz Creek Bridge, and Highway 26 near it, was unsafe in that ice accumulated on or near the bridge, but failed to correct the unsafe condition or make the Quartz Creek Bridge, and Highway 26 near it, safe for users.

XII

As a direct and proximate result of the negligence of The State Highway Division, State of Oregon and the injuries and damages sustained by John O'Donovan and by virtue of its policy No. 007334871, plaintiff has paid certain sums to or on behalf of John O'Donovan which to date total $15,908.09. Plaintiff may be required to pay further sums in the future and will amend this Complaint to state those sums when they are paid.

WHEREFORE, plaintiff prays for judgment in its favor and against defendants in the amount of $15,908.09, for its

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costs and disbursements, and for other relief this Court deems appropriate.

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG

By: ______________________________
Milo Petranovich - OSB No. 81337

Attorneys for Plaintiff

Plaintiff's Federal ID No.:
36-0719665

12-5-84

Contract #9881 - Quartz & Salmon River Bridg's.
PA #1

I discussed this order with Jim Wilson @ lab and he in turn discussed with State of Washington. Neither have any knowledge of rubber asphalt going to this gradation. I therefore contacted Marion Craft to send me data to substantiate proposed gradation on 10-3-84.

To date have received no reply. I then called Chuck Lobaugh and he informed me he thought he had somethin in his job files which he would let me know if it in fact provided needed info. and send to me.

We changed to the new gradation in Nov, 1984

12-6-84 - Chuck Lobaugh called re rubber gradation.

12-10-84 - Reviewed with Jim Wilson - Found acceptable and recommended approval on this project and that specification engineer be requested this gradation be made spec for vulcanized rubber on future projects.

cc Ted Litchfield (Specifications Engineer)
w/attached 7-31-84 letter from Crafco — TAA G Wimer

12-5-84

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12-6-84 – Chuck Lobaugh called and sending letter re rubber gradation.

12-10-84 – Reviewed with Jim Wilson – Found acceptable and recommended approval on this project and that specification engineer be requested this gradation be made spec for vulcanized rubber on future projects.

cc Ted Litchfield (Specifications Engineer)
w/attached 7-31-84 letter from Crafco – TAA & Wimer

follow immediately behind the paver and shall make no more than three passes over the mixture unless otherwise directed by the Engineer.

516.38 Asphalt-Rubber Fabric Seal - This system consists of a one-course hot asphalt-rubber seal with a polypropylene fabric cover.

(a) Materials:

(a-1) Asphalt - The asphalt shall be AR-1000 or AR-2000 conforming to the applicable requirements of Section 702.

(a-2) Rubber - The rubber shall be granulated and meet the following requirements:

It shall be free from fabric, wire, or other contaminating materials except that up to 4% of calcium carbonate may be included to prevent particles from sticking together. The gradation of the rubber shall meet one of the following as the Contractor may elect:

1. When only ground vulcanized rubber is used, it shall be at least 95% passing the No. 16 sieve and not more than 10 percent shall pass the No. 25 sieve.

2. If powdered, reclaimed devulcanized rubber is used, approximately 40% shall be added to 60% ground vulcanized rubber scrap and the total blend shall meet the following grading requirements:

Sieve Size	Percent Passing
No. 8	100
No. 30	60-80
No. 50	15-40
No. 100	0-15

(a-3) Polypropylene fabric - The polypropylene fabric shall meet the following requirements:

Tensile strength, either direction, min. (ASTM D 1682, Grab Method)	47 lbs.
Weight, oz./sq. yd	3-6
Width, inches	36 min.

(b) Equipment - The equipment used for mixing and spreading the asphalt and rubber shall be a self-powered pressure distributor equipped with a separate power unit, distributing pump capable of pumping the specified material at the specified rate through the distributor tips, and equipment for heating the bituminous material. The distribution bar on the distributor shall be fully circulating with nipples and valves so constructed that they are bathed in the circulating asphalt to the extent that the nipples will not become partially plugged with congealing asphalt upon standing. Distributor equipment shall include a tachometer, pressure gauges, volume measuring devices and a thermometer for reading temperatures of tank contents. The spray bars on the distributor shall be controlled by a bootman riding at the rear of the distributor in such a position that operation of all sprays is in full view and accessible to him for controlling spread widths.

(c) Mixing - The asphalt and rubber shall be combined as rapidly as possible in the proportions of a minimum of 2 pounds of rubber to 1 gallon of asphalt (standard at 400°F) then held for such a time and temperature that the consistency of the mix approaches that of a semi-fluid material. The temperature of the asphalt shall be between 400°F and 450°F. The use of up to 9% diluent to assist in the mixing of the rubber and the spray application of the mixture will be permitted. If a diluent is used, it shall have a boiling point of at least 350°F. After reaching the proper consistency, application shall proceed immediately, and in no case shall the material be held at temperatures in excess of 350°F for more than one hour after reaching that point.

The method and equipment for combining the rubber and asphalt shall be so designed that the Engineer can readily determine the percentages, by weight, of each of the materials being incorporated into the mixture.

(d) Application - The application rate of the hot asphalt-rubber mixture shall be 0.55 ± 0.10 gallon per square yard.

All transverse joints shall be made by placing building paper over the ends of the previous applications, and the joining application shall start on the building paper. Once the application process has progressed beyond the paper, the paper shall be removed and disposed of to the satisfaction of the Engineer. Any unsatisfactory joint shall be repaired at the Contractor's expense.

The fabric shall be aligned and carefully rolled or broomed into the asphalt-rubber mixture. If the alignment of the fabric must be changed, the fabric shall be cut and realigned overlapping the previous material and proceeding as before. All joints shall be overlapped a minimum of six inches. For lapped joints, the top fabric shall be folded back to allow application of a light coat of asphalt-rubber mixture (0.05 gallon per square yard). The top fabric is then folded back onto the asphalt-rubber mixture and broomed and squeegeed out smoothly. Rolling or brooming the fabric into the asphalt should be accomplished in such a way that any air bubbles which form under the fabric will be removed.

After the membrane waterproofing has been completed, the fabric shall be cut around the top inside of the frame of inlets and laid in a coating of asphalt binder.

Measurement

516.81 Measurement - Measurement of the membrane waterproofing will be limited to the surface area actually sealed as specified or as directed.

CRAFCO INC.

P.O. BOX 20133 • PHOENIX, ARIZONA 85036 • 602/276-0406
TELEX 165832

July 31, 1984

CE CAE RECEIVED LS TC
COE OM SA CC
CA DEC 7 1984 FE
CAM MA
CP CONSTRUCTION QCS
EEO SECTION FILE

RECEIVED
SEP 5 1984
PROJECT MGR.
CHUCK LOBAUGH

Mr. Marv Boyd
NORTHWEST CRACK SEALING
32602 So. Highway 213
Molalla, Oregon 97038

Re: Rubber Gradation used in Asphalt-Rubber Bridge Deck Waterproofing Membranes

Dear Mr. Boyd,

The rubber gradation for 100% vulcanized rubber presently being used in your area (at least 95% passing #16 sieve and a maximum of 10% passing the #25 sieve) is an outdated rubber specification which was used approximately five to eight years ago with initial asphalt rubber work. The current gradation specification being used for the industry is as follows:

Sieve Size	% Passing
#8	100
#10	95 - 100
#30	0 - 10
#40	0 - 5

Rubber supplied to the current specification is basically very similar to that supplied for the old specification, but, the current specification is further refined and more restrictive.

The current specification has several advantages. First, it uses standard sizes of sieves which are available in most testing laboratories. The twenty five mesh sieve used in the old specification is not readily available in most labs. Second, the current specification better defines the gradation of the rubber by placing a maximum size of the #8 screen and a minimum size constraint of 5% maximum passing the #40 screen. The old specification did not include a maximum particle size, and, conceivably, 5% of the rubber could be large in size and cause tip clogging during spraying. On the fine end, the current specification has tighter limits than the old by allowing only 5% to pass the #40 screen.

Crafco, Inc. has tested ground rubber samples supplied by Northwest Rubber Mat, LTD of Pitt Meadows, British Columbia, and found that the samples met the requirements of the current rubber specification.

Respectfully,

CRAFCO, Inc.

James G. Chehovits

James G. Chehovits,
Chief Engineer Sealants

/lt

cc: Mark Manning
Vern Thompson

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	9-105
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-17-84

Form Approved; O M B No. 04-R2089

State	Oregon
County	Clackamas
Project Number	HES-24(35)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 14, 1983, is hereby modified as follows:

See: 9687 for other or all Proj. Agt.

	Former amount	Revised amount
Estimated total cost of project	$ 172,800.00	$ 246,905.00
Federal funds	$ 155,520.00	$ 222,214.00
Other revisions		

This modification is made for the following reasons: to include contract amounts for the second contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of September, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 12, 1984

Salmon River Bridge
Mt. Hood Highway
Clackamas County

Federal Aid Project No. HES-24(35)

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering (Contract 9687)	Lump Sum	All	Lump Sum	$ 9,000.00
Preliminary Engineering (2nd Contract)	Lump Sum	All	Lump Sum	2,500.00

Type Code X081 (Contract 9687)
Structure, Bridge No. 8522 (Sta. 663+54 to Sta. 669+01)

Subtotal of previous estimate of February 23, 1984	$ 163,800.00

Type Code X081
Structure, Bridge No. 8522 (Sta. 663+34 to Sta. 668+21)

Mobilization	Lump Sum	(62%)	Lump Sum	$ 7,761.00
Temporary Protection and Direction of Traffic	Lump Sum	(52%)	Lump Sum	1,300.00
Temporary Signs	Sq. Ft.	242	10.50	2,541.00
Temporary Barricades	Each	2	35.00	70.00
Temporary Traffic Safety Markers	Each	31	35.00	1,085.00
Sequential Arrow Signs	Each	1	2,500.00	2,500.00
Flaggers	Hour	80	1.00	80.00
Class "C" Asphalt Concrete	Ton	393	34.75	13,656.75
Asphalt Cement in Mixture	Ton	24	170.00	4,080.00
Membrane Waterproofing	Sq. Yd.	4,190	6.50	27,235.00
				$ 60,308.75

Anticipated Items

Permanent Pavement Striping	Lump Sum	(65%)	Lump Sum	$ 780.00
Deck Joint Repair	Lump Sum	(20%)	Lump Sum	2,000.00
				$ 2,780.00
			Subtotal	$ 63,088.75
			Engineering	8,516.25
			Total	$ 71,605.00

Length of Structure 0.092 miles

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering (Contract 9687)	$ 9,000.00	$ 8,100.00	$ 900.00
Preliminary Engineering (2nd Contract)	2,500.00	2,250.00	250.00
Structure (Contract 9687)	163,800.00	147,420.00	16,380.00
Structure (2nd Contract)	71,605.00	64,444.00	7,161.00
Total	$ 246,905.00	$ 222,214.00	$ 24,691.00

Group 1: 100%	Group 2 55%	
Contract No. 9687	Contract No. 9881	24(35)
Prefix: 3-1931	Prefix: 3-1931	
Prefix: 3-1058	Prefix: 4-1046	

WH:bkb

[illegible]

SC

HES-24(35)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
and HES-27-1(10)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Clackamas
Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30059 & 30062

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 3 '84
REFER TO
Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

Dng to
8/3

7. DATE AUTHORIZATION EFFECTIVE 8-1-84	8. FEDERAL ROUTE NUMBER Primary 24 & 27	9. STATE ROUTE NUMBER Primary 26 & 47

10. GENERAL LOCATION:
Mt. Hood Highway at Salmon River Bridge and Sunset Highway at Quartz Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK
Bridge Deck Resurfacing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimates dated 7-27-84

13. REMARKS

As requested by Mr. Potter's letter of 7-30-84 I concur that it is in the public interest to advertise the subject project for a period of 2 weeks.

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 7-30-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $145,190 Federal Funds $130,670.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 8/1/84	15. SIGNATURE OF APPROVING OFFICIAL G. K.	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

SC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1 FEDERAL-AID PROJECT NO. 1
HES-27-1(10)

2. STATE PROJECT NO.
See below

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4 PROGRAM NO

5 ITEM NO
30062

2A COUNTY NAME
Clatsop

6 TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7 DATE AUTHORIZATION EFFECTIVE
7-19-84

8 FEDERAL ROUTE NUMBER
Primary 27

9 STATE ROUTE NUMBER
Primary 47

10 GENERAL LOCATION
Sunset Highway at Quartz Creek Bridge Section

11 GENERAL DESCRIPTION OF WORK
Program Change

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13 REMARKS

As requested by Mr. Potter's letter of 7-19-84 you are quthorized to proceed with all phases of preliminary engineering necessary for PS&E preparation to correct the bridge deck surface which was previously contracted as an experimental item and failed. TEC $2,500 - Federal Funds $2,250.

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14 DATE
7/25/84

15 SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16 TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

SC
9881

1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-24(35)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Adminstrator
FHWA - Oregon Division
7-25-84

4. PROGRAM NO.

5. ITEM NO
30059

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
7-19-84

8. FEDERAL ROUTE NUMBER
Primary 24

9. STATE ROUTE NUMBER
Primary 26

10. GENERAL LOCATION
Mt. Hood Highway at Salmon River Bridge

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 7-19-84 you are authorized to proceed with all phases of preliminary engineering necessary for PS&E preparation to correct the bridge deck surface which was previously contracted as an experimental item and failed. TEC $2,500 - F.F. $2,250.

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

14. DATE
7/25/84

15. SIGNATURE OF APPROVING OFFICIAL
G K Hossner

16. TITLE
for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev 12-79)

G-1 1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 19, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. HES-27-1(10)
Sunset Hwy. @ Quartz Creek Bridge Sec.
Clatsop County

I request your approval of a program change to reopen the preliminary engineering under the subject project and also include an additional contract for an overlay of the bridge deck. A previous contract was completed for the bridge deck resurfacing utilizing an experimental verglimit mixed in the asphalt concrete; however, this overlay subsequently failed.

The estimated additional preliminary engineering necessary to prepare PS&E data for the future contract is $2,500 with an additional obligation of $2,250 in federal funds.

CL:bkb
cc: L.E. George
General Files

9[illegible]

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: July 19, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. HES-24(35)
Mt. Hood Hwy. @ Salmon River Br. (MP 36.26) Sec.
Clackamas County

I request your approval of a program change to reopen the preliminary engineering under the subject project and also include an additional contract for an overlay of the bridge deck. A previous contract was completed for the bridge deck resurfacing utilizing an experimental verglimit mixed in the asphalt concrete; however, this overlay subsequently failed.

The estimated additional preliminary engineering necessary to prepare PS&E data for the future contract is $2,500 with an additional obligation of $2,250 in federal funds.

CL:bkb
cc: L.E. George
General Files

Form 734-3122

9-11

Date: May 30, 1984

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Requests for Approval to Add Projects to the Six Year Program

On the Agenda for your consideration at the June 19 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SECTION: Terwilliger Blvd.-North Tigard Interchange
HIGHWAY: Pacific
COUNTY: Multnomah
PROGRAM YR.: 1985 Construction
FUNDING: INTERSTATE 4R
TOTAL EST. COST: $250,000
DESCRIPTION: Pavement grinding. This project is in the Six Year Program for 1986 as part of an overlay, however a recent test section shows pavement grinding to be effective. We recommend moving to 1985 and combining with a ramp metering and three bridge deck restoration projects already in the Program for 1985.

IMPACT: Adequate Federal-aid and state matching funds are available to accomplish to projects. Moving the pavement treatment from 1986 to 1985 will not adversely affect other projects in the Program but will release 1986 funding for other work.

SECTION: Deer Creek Bridge
HIGHWAY: Bellevue-Hopewell
COUNTY: Yamhill
PROGRAM YR.: 1985 Construction
FUNDING: HIGHWAY BRIDGE REPLACEMENT (HBR)
TOTAL EST. COST: $400,000
DESCRIPTION: Replacement of a deteriorated wood structure on an improved alignment. The current sufficiency rating of 16.5 makes this a high priority for replacement.
IMPACT: Sufficient HBR Federal-aid and state matching funds exist for this project. Favorable bids on recent projects plus our inability to get some jobs to contract as early as desired make this project feasible with negligible impact on the program.

SECTION: M.P. 90
HIGHWAY: Ochoco
COUNTY: Wheeler
PROGRAM YR.: 1985 Development
FUNDING: STATE:
TOTAL ESTIMATED PE COST: $60,000
DESCRIPTION: Perform Preliminary Engineering to prepare design alternatives for a slide correction project.
IMPACT: Increases development section of Six Year Program. Work is proposed with State funds. Impact is minimal on existing Construction Program and work should be advanced if at all feasible.

SECTION: Midland-California State Line
HIGHWAY: The Dalles-California
COUNTY: Klamath
PROGRAM YR.: 1985 Construction
FUNDING: STATE HWY. ENGINEER'S DISCRETIONARY FUNDS
TOTAL ESTIMATED COST: $500,000
DESCRIPTION: Surface preservation project to correct badly ravelling and spalling pavement surface which has shown a drastic increase in deterioration during the past winter.
IMPACT: State funding, so there will be negligible impact on the existing Program.

SECTION: SE Mill-SE Taggart St. (Union Ave. Viaduct)
HIGHWAY: Pacific
COUNTY: Multnomah
PROGRAM YR.: 1985 Construction
FUNDING: STATE HWY. ENGINEER'S DISCRETIONARY FUND:
STATE: $ 26,000
CITY OF PORTLAND: $ 77,000
TOTAL EST. COST: $103,000
DESCRIPTION: Replace the deteriorated illumination system in this section with new circuitry, poles, luminaires and lamps. Cooperative project with City of Portland.

IMPACT: State funds plus local funds, so there will be negligible impact on the Program.

SECTIONS: Quartz Creek Bridge
Sunset Highway
Clatsop County

Salmon River Bridge
Mt. Hood Highway
Clackamas County
PROGRAM YEAR: 1985 Construction
FUNDING: HAZARD ELIMINATION
TOTAL ESTIMATED COST: $230,000
DESCRIPTION: Experimental surfaces were put on these two bridge decks to help prevent ice formation on the decks. The experiment failed, and these projects are to repair the waterproof membranes and AC surfaces.
IMPACT: Federal and state matching funds are available because of the experimental nature of the two projects, the repair work is eligible for Federal aid. The impact on other projects in the Six Year Program is negligible.

I recommend your approval on each and request authorization to sign necessary agreements for you and on your behalf.

bc Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
J. H. Versteeg
V. E. Skoog
E. L. Hardt
D. D. Allen
D. Christensen
George Bell

RM:WFC:GAP:pf sl

9921

1

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: FILES

DATE: May 11, 1984

FROM: Gary A. Potter, Manager GAP
Program Section

NOTED
E. S. HUNTER

SUBJECT: Salmon River Bridge
Mt. Hood Highway
Clackamas County

Quartz Creek Bridge
Sunset Highway
Clatsop County

On May 9, 1984 the Contract Schedule Committee met and approved adding to the Six Year Program the repair of the surfaces and membranes on the two structures.

The total estimated cost is $230,000. It will be explored to use HES funds for the work. The Program Section will take the projects to the June Commission meeting.

GAP:pf

cc: H. S. Coulter
E. S. Hunter
W. E. Schwartz
R. N. Bothman
L. E. George
Walt Hart
Ed Hardt
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES

MAY 14 '84

REFER TO

FOR

Info	Immed	R/D	D/R	Sign	Adj	File

1984 Powder R. (McCarty Rd.) Br, 9882
Sec, County Rd. (McCarty) SE of N.
Powder. (Gr, str, base)

7882

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 8-39	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County BAKER
PROJECT REPORT NUMBER	7-7-86	Project Number BROS-0100(7)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 111,504	$ 108,746
Federal funds	$ 89,203	$ 86,996
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon July 30, 1986

Federal-Aid Project No. BROS-0100(7)

Power Riv. (McCarty Rd.) Br. Section
County Road
Baker County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure #16716 (Sta. 7+50 to Sta. 14+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Toe Trench Excavation	$ 20.00	30	$ 600.00	19.50	$ 390.00
Watering	10.00	60	600.00	0.00	0.00
Grid Roller	50.00	30	1,500.00	28.00	1,400.00
Type 1 Fence	2.00	800	1,600.00	0.00	0.00
Structure Excavation	12.00	100	1,200.00	87.67	1,052.00
Struc. Excav. Below El. Shown	10.00	10	100.00	0.00	0.00
SUBTOTAL			$5,600.00		$2,842.00

Decrease (-) $ 2,758.00
SUBTOTAL of Previous Estimate of October 11, 1984 111,504.00
Total $108,746.00

Length of Project ------------------- 0.011 miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	County Funds
Structure	114	80%	$108,746	$86,996	$21,750

SubJob 010: 0%; SubJob 011: 100%
Contract No. C09882
Prefix No.: C201-1974 (PE)
Prefix No.: C201-1019

DDB:pf

· 9882

STATE COPY

TO BE COMPLETED BY FHWA 10-84	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 10-1-84	STATE Oregon COUNTY Baker PROJECT NO. BROS-0100(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Powder River (McCarty Rd.) Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-84	0.123

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT $ 111,504.00	FEDERAL FUNDS $ 89,203.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator OCT 1 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon October 1, 1984

Federal Aid Project No. BROS-0100(7)

Powder Riv. (McCarty Rd.) Bridge Section
County Road
Baker County

Project Agreement Estimate

Type Code X080
Structure #16716 (Sta. 7+50 to Sta. 14+00)

Mobilization	Lump Sum	All	Lump Sum	$	9,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		500.00
Temporary Signs	Sq. Ft.	33	10.00		330.00
Temporary Barricades	Each	10	50.00		500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum		500.00
Toe Trench Excavation	Cu. Yd.	30	20.00		600.00
Embankment in Place	Cu. Yd.	729	5.00		3,645.00
Watering	M-Gal.	60	10.00		600.00
Grid-Rolled Aggregate Subbase, 14-inches Thick	Sq. Yd.	2,000	3.00		6,000.00
Grid Roller	Hour	30	50.00		1,500.00
Aggregate Wearing Course 4-inches Thick	Sq. Yd.	1,500	1.50		2,250.00
Guard Rail, Type 2A	Lin. Ft.	150	14.00		2,100.00
Guard Rail, Type 3	Lin. Ft.	100	30.00		3,000.00
Guard Rail Anchors, Type 1	Each	4	350.00		1,400.00
Rail End Pieces, Type 2	Each	4	99.00		396.00
Type 1 Fence	Lin. Ft.	800	2.00		1,600.00
16' Single Gates	Each	1	250.00		250.00
Loose Riprap, Class 50	Cu. Yd.	65	12.00		780.00
STRUCTURE					
Bridge Removal Work	Lump Sum	All	Lump Sum		12,000.00
Structure Excavation	Cu. Yd.	100	12.00		1,200.00
Structure Excavation Below Elevation Shown	Cu. Yd.	10	10.00		100.00
Special Wall Backfill	Cu. Yd.	55	10.00		550.00
Structural Concrete Class 3300	Lump Sum	All	Lump Sum		14,000.00
Reinforcement	Lump Sum	All	Lump Sum		3,000.00
4'x60'/65' Prestressed Slabs	Each	6	4,300.00		25,800.00
Metal Rail with Tubing	Lin. Ft.	138	40.00		5,520.00
				$	97,121.00

Anticipated Items

Temporary Erosion Control	All Required		$	500.00
Roadside Seeding and Mulching	All Required			800.00
			$	1,300.00
		Subtotal	$	98,421.00
		Engineering		~~13,263.00~~ 13,083.00
		Total	$	111,504.00

Length of Structure		0.011 mi.

Federal Funds (80%)	$	89,203.00
County Funds		22,301.00
Total	$	111,504.00

Group 1	100%
Contract No.	9882
Prefix:	201-1974 P.E. 201-1019

DDB:bkb

9882 **STATE COPY**

~~jc cc: OSHD (Rulien)~~

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
MAR 24 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF REPORT March 12, 1986	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-0100(7
COMPLETION DATE (Actual) May 15, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY December 4, 1985	TIME ELAPSED 99 %	CONTRACT TIME 100 CD

LOCATION

Powder River (McCarty Road) Bridge Section on (McCarty) County Road approximately 4 miles southeast of North Powder

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading and grid-rolled aggregate subbase and aggregate wearing course.

   B. Construction of Bridge No. 16716 over Powder River. Length: 60 feet. Roadway Width: 23.5 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Douglas S. Coats

3. Contract Amount: $106,480.73

NOTED
W. E. SCHWARTZ

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engr. Area Engineer	DATE MAR 2 1 1986	TITLE Field Operations Engineer	DATE MAR 2 1 1986

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

December 19, 1985

CON 5
#9882

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Contract No. 9882 awarded to Douglas S. Coast, Inc. for work on the Powder River (McCarty Road) Bridge in Baker County was completed on October 8, 1985, and accepted by the State Highway Division on December 4, 1985.

Final payment in the amount of $2,489.00 will be released to the contractor after December 24, 1985. The total contract amount is $97,399.65, and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
V. E. Skogg, Attn: Frank Griffin
Robert D. Hector

Report # 35

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Powder River Bridge (McCarty Road)	WEEK ENDING July 20, 1985
		SECTION PREFIX 201-1019
	HIGHWAY County Road	COUNTY Baker
NAME OF JOB	KIND OF WORK Grading & Structure	
CONTRACTOR Douglas S. Coats, Inc.	CONTRACT NUMBER 9882	FEDERAL AID PROJECT NUMBER BROS-0100(7)
DATE OF CONTRACT September 12, 1984	DATE WORK STARTED November 8, 1984	ESTIMATED COMPLETION DATE December 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 100	WORK DAYS USED CALENDAR DAYS USED 99
PROJECT AUTHORIZATION: $ 112,692.65	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING: $ 102,849.95	ENGINEERING AUTHORIZATION $ 9,842.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 102,849.95	This Week ENGINEERING COST TO DATE $ 8,791.65	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 89 %	DATE PROJECT WAS COMPLETED: May 15, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	0	0	0	0	0
MILES PARTIALLY COMPLETED	2					
MILES COMPLETED	3					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4					
TOTAL QUANTITIES CORRECTED TO DATE	5					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6					
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

0 Backhoe 0 Truck 0 Dozer 0 Loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16716							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14		0		
MONDAY 15		0		
TUESDAY 16		0		
WEDNESDAY 17		0		
THURSDAY 18		0		
FRIDAY 19		0		
SATURDAY 20		0		

CE.... CAE .... RECEIVED LS...... TC......
COE.... OM.... DA...... CC......
OE .... JUL 22 1985 FE ...... CF ......
CA.............. FQC.............
CAM .... CONSTRUCTION ECS. ....
EEO.............. SECTION FILE. ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	
MONDAY 15	This Week: No Activity
TUESDAY 16	
WEDNESDAY 17	
THURSDAY 18	
FRIDAY 19	
SATURDAY 20	

REMARKS

Final Records submitted to Region 7/15/85

FINAL REPORT

SIGNED ______ LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

CONSTRUCTION NARRATIVE REPORT

Sub: Powder River (McCarty Rd,) Bridge
County Road
Baker County
Douglas S. Coats, Inc.

Contract: 9882
Prefix: 201-1019
FA# BROS-0100(7)
Schlieski

This project consisted of the replacement of an existing structure over the Powder River.

No major problems were encountered - however several comments are necesssary.

Type 1 Fence: There are problems getting specification fencing materials on almost every project. On this type of project where there is only a small amount of fencing required and we're tying into commercial quality fencing placed by the rancher - we should require only a good commercial quality fence suitable to the engineer - this is more than adequate and should result in reduced bid prices on fencing.

Gates: 1 gate was required on this project. Again we over did it. There are problems getting specification gates that have adequate galvanizing, etc. The rancher would have been very satisfied with a commercial quality Powder River gate manufactured locally - we should only require a good commercial quality gate suitable to the engineer. This is more than adequate and would result in reduced bid prices on fencing.

Temporary Protection: The plan details for the temporary protection and direction of traffic were adequate for this project.

Letting Date:

Suspension of Work:

The letting date for this contract was terrible - with a short completion time used to encourage a timely completion of the project. Grading work cannot be satisfactorily performed in severe winter conditions. We were able to pour the structural concrete by heating - placement of the epoxy grout during the winter months is essentially impossible. After the concrete was poured - work was suspended pending suitable weather for grading work.

1 RDE
2 FDE RR
LE
(4) SE
FPC
FDE
LPE
OTE

RECEIVED
JUL 24 1985
ROAD DESIGN SECTION

BPC
FDE
CAD
Copy All
Return To
W/U / /

Joseph A. Schlieski
7/15/85

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Powder River (McCarty Rd.) Bridge
Highway: County Road
County: Baker

Contract: 9882
Prefix: 201-1019
FA # BROS-0100(7)

Item No.	Item	Unit	Original	Semi-final	+/-%
	Bid Items	$	97,121.00	97,410.65	0
	Contingencies	$	4,428.95	0	- 100
	Anticipated Items	$	1,300.00	0	- 100
	Engineering	$	9,842.10	9,842.10	0
	Total	$	112,692.05	107,252.75	- 5

All substantial changes were evaluated and none were found to meaningfully affect the total project cost.

t

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: June 4, 1984

FROM: Gene M. Finley
Gene M. Finley, P.E.
Hydraulic Design Engineer

SUBJECT: Powder River (McCarty Rd.) Bridge
McCarty Road
Baker County

RECEIVED
JUN 5 1984
ROAD DESIGN
SECTION

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up ____/____/____
Action

The proposed project will replace an existing narrow steel through truss bridge. This bridge is approximately 92 feet long and is posted for a 5-ton load limit. The new structure will be located on the same alignment as the existing bridge.

HYDROLOGY

The Powder River is a west-east tributary of the Snake River and drains an area of 612 square miles above the proposed bridge site. Stream gage data are available from gage numbers 13-2753, 13-2770 and 13-2815 located on the Powder River with drainage areas of 168 square miles, 351 square miles and 572 square miles, respectively. The following recurrence interval vs. peak discharge relationship was extrapolated from a statistical analysis of these gage data using a log-Pearson Type III distribution.

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	2130 cfs
50-year	1900 cfs
25-year	1740 cfs
10-year	1420 cfs
5-year	1200 cfs

A local property owner identified the 1981 highwater mark. The highwater was determined to have reached elevation of 3259.3 feet and to have inundated the sag area of the roadway west of the existing bridge. This highwater elevation was estimated to have represented the 30-year flood with a peak discharge of 1830 cfs. Figure 1 identifies highwater locations, flow paths and peak discharges through the existing structures and over the sag area of the roadway for the 1981 flood.

HYDRAULIC DESIGN

By definition, the design flood shall not overtop the roadway. Using this definition, the following two overtopping floods (design floods) were investigated: the 5-year flood and the 25-year flood. The 5-year flood (Proposed Condition I) with a peak discharge of 1200 cfs maintains status quo conditions. The 25-year flood (Proposed Condition II) with a peak discharge of 1740 cfs reduces the overtopping frequency of McCarty Road from once every five years to once every 25 years.

For Proposed Condition I and Proposed Condition II, the following waterway openings were investigated:

	PROPOSED CONDITION I		PROPOSED CONDITION II	
	Main Channel	Overflow Channel	Main Channel	Overflow Channel
Alternate A	55-Foot Waterway Opening (Figure 4) W/ Vertical Abutments	(2) Existing 42" x 30" Pipe Arches	55-Foot Waterway Opening (Figure 4) W/ Vertical Abutments	Double 8' x 4' RCBC (2) Existing 42" x 30" Pipe Arches
Alternate B	53-Foot Waterway Opening (Figure 5) W/ 1-1/2:1 End Slopes	(2) Existing 42" x 30" Pipe Arches	53-Foot Waterway Opening (Figure 5) W/ 1-1/2:1 End Slopes	Double 8' x 4' RCBC (2) Existing 42" x 30" Pipe Arches

The hydraulic designs for Proposed Condition I and Proposed Condition II require that the basic grade line through the westerly sag area of the roadway remains the same. Since debris and ice flow are a potential problem on the main channel of this river, a structure which clear-spans the waterway area is the preferred structure type. It is suggested that the minimum bottom of beam be at elevation 3258.5 feet.

The 55-foot and the 53-foot single-span openings require normal waterway areas of 260 square feet below the 25-year design highwater elevation of 3257.0 feet (MSL). The backwater created from a peak discharge of 1200 cfs through each of the proposed openings is negligible. Average velocity through these openings would be 4.9 fps.

The double 8'x4' RCBC is recommended for Proposed Condition II only. an estimated culvert length of 50± feet, a peak discharge of 480 cfs and a slope of 0.00417 feet per feet were used to determine the culvert size. Along the upstream embankments, the highwater elevation during the peak discharge would be 3258.6 feet which includes 1.6 feet of backwater. Average outlet velocity for the RCBC would be 9.7 fps.

The tabulation shown in Tables 1 and 2 compares Proposed Condition I and Proposed Condition II to the Existing Condition for the design flood and the 100-year floods.

Proposed Condition I is the suggested design since McCarty Road has low traffic volumes with an alternative route available during highwater stages.

RIPRAP

It is suggested that fresh fill slopes be protected with a one-foot thick blanket of Class 50 loose riprap. A filter blanket will not be reqired.

GMF:ge
Attachments

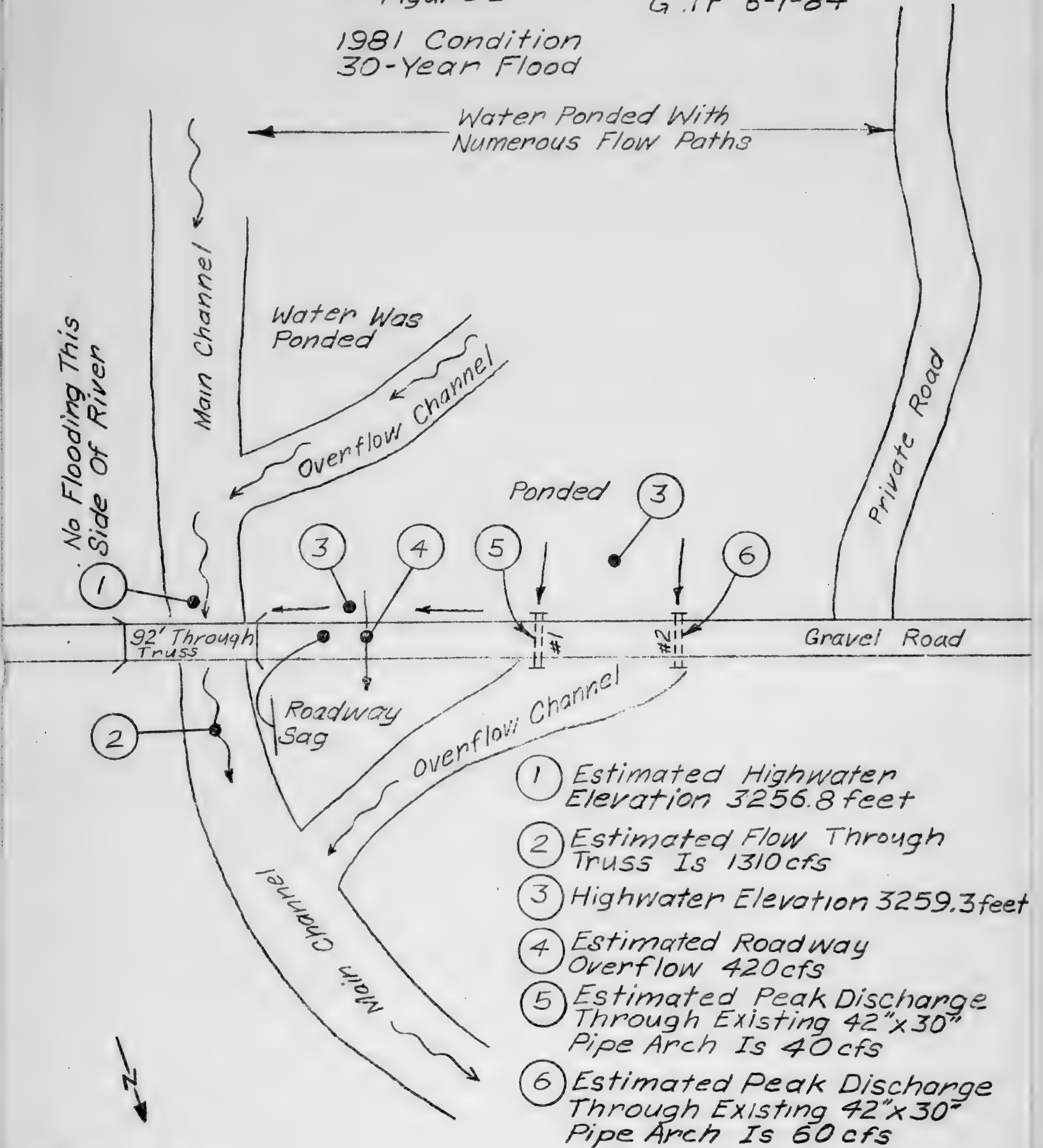
cc w/att Frank Terpin
Walt Hart
Jack Davis
Harb Schell, FHWA
✓ Don Adams
Gary Potter
R. D. Hector

Powder River (McCarty) Bridge

Figure 1

GJF 6-1-84

1981 Condition
30-Year Flood



Water Ponded With Numerous Flow Paths
Main Channel
Water Was Ponded
Overflow Channel
No Flooding This Side Of River
Private Road
Ponded
1
2
3
3
3
4
5
6
92' Through Truss
#1
#2
Gravel Road
Roadway Sag
Overflow Channel
Main Channel
N

① Estimated Highwater Elevation 3256.8 feet

② Estimated Flow Through Truss Is 1310 cfs

③ Highwater Elevation 3259.3 feet

④ Estimated Roadway Overflow 420 cfs

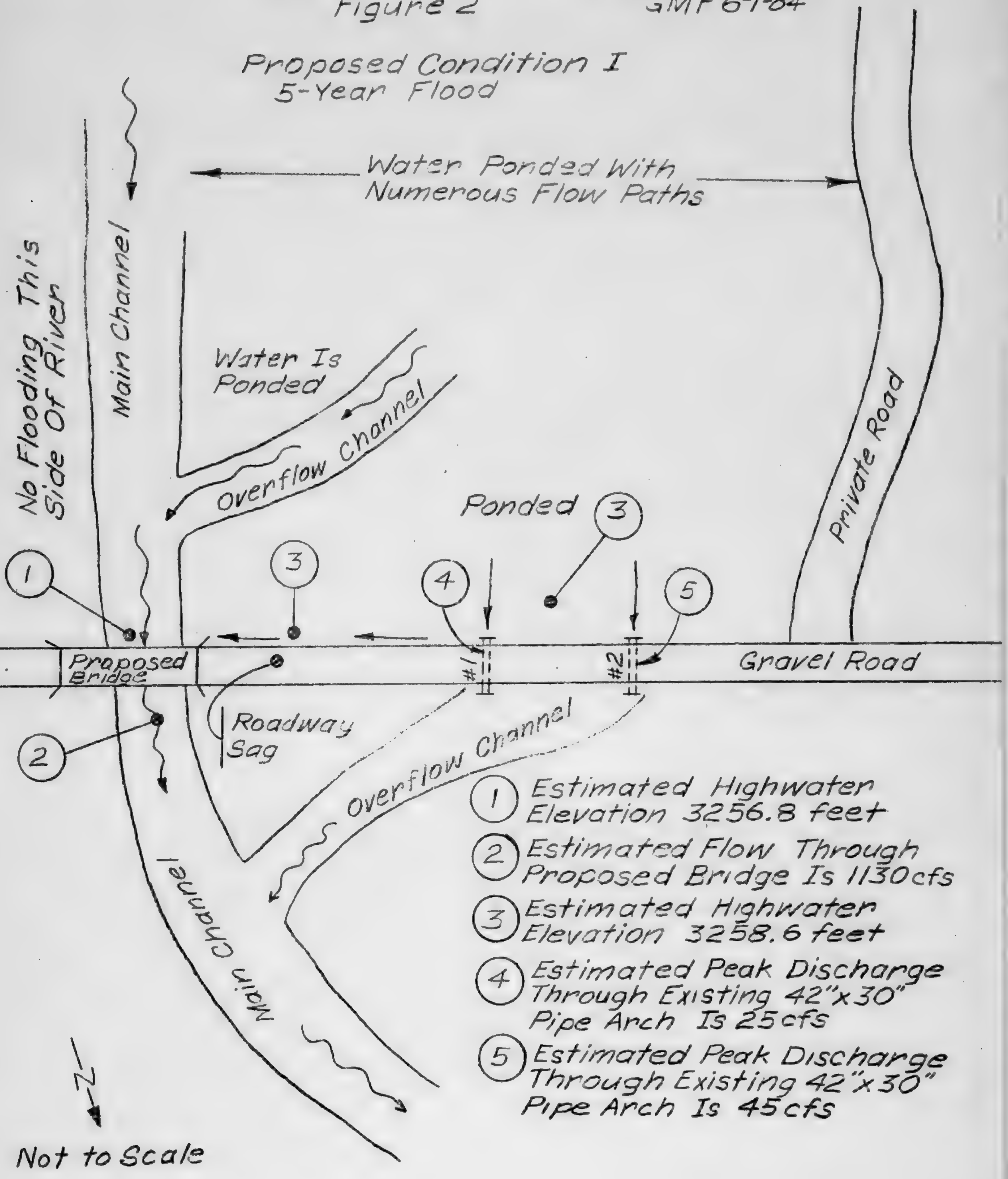
⑤ Estimated Peak Discharge Through Existing 42"x30" Pipe Arch Is 40 cfs

⑥ Estimated Peak Discharge Through Existing 42"x30" Pipe Arch Is 60 cfs

Not to Scale

Powder River (McCarty) Bridge
Figure 2 GMF 6-1-84

Proposed Condition I
5-Year Flood


Water Ponded With Numerous Flow Paths
No Flooding This Side Of River
Main Channel
Water Is Ponded
Overflow Channel
Ponded
3
1
3
4
5
Private Road
Proposed Bridge
#1
#2
Gravel Road
Roadway Sag
2
Overflow Channel
Main Channel
N

① Estimated Highwater Elevation 3256.8 feet

② Estimated Flow Through Proposed Bridge Is 1130cfs

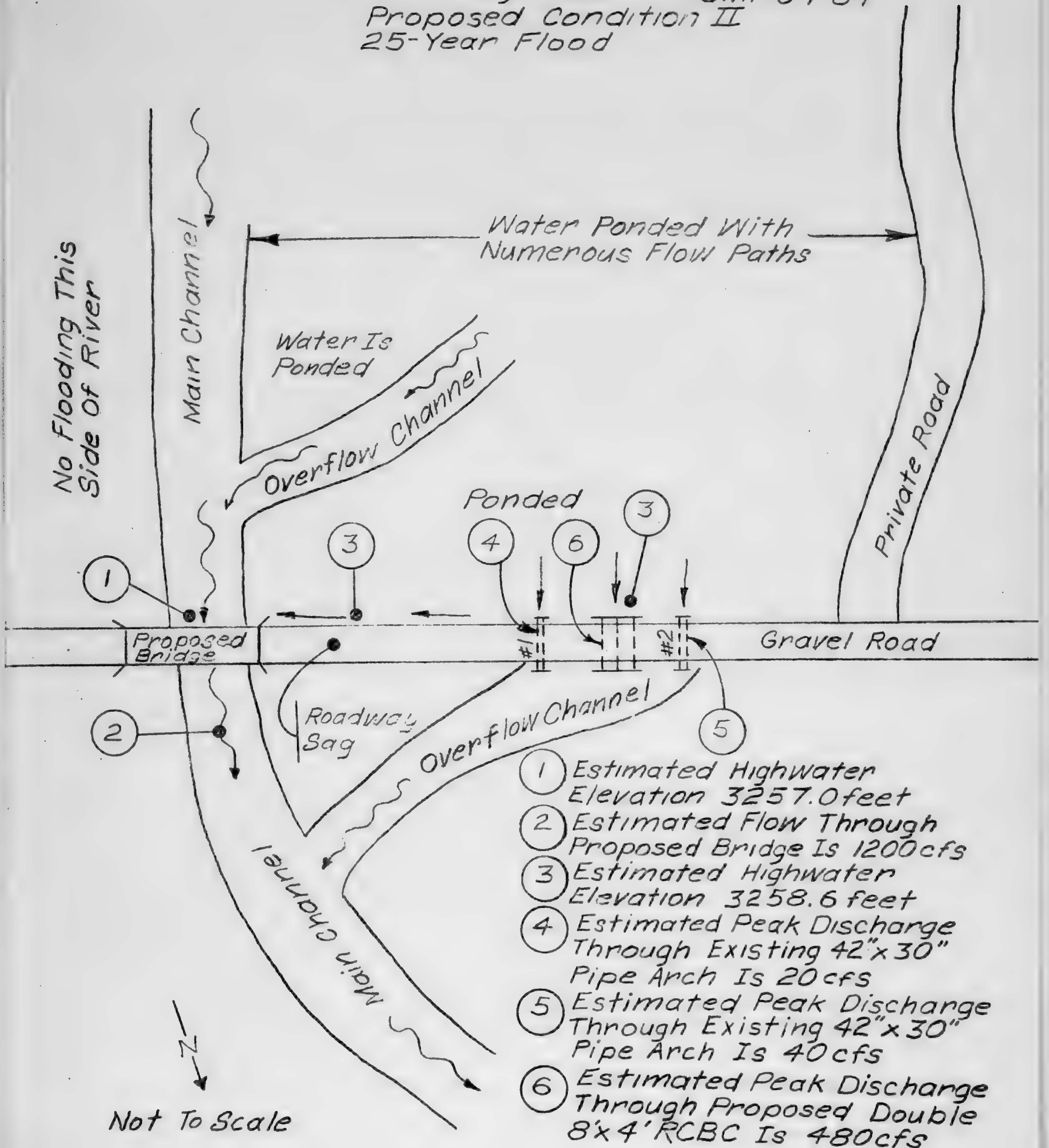
③ Estimated Highwater Elevation 3258.6 feet

④ Estimated Peak Discharge Through Existing 42"x30" Pipe Arch Is 25cfs

⑤ Estimated Peak Discharge Through Existing 42"x30" Pipe Arch Is 45cfs

Not to Scale

Powder River (McCarty) Bridge
Figure 3 GMF 6-1-84
Proposed Condition II
25-Year Flood


Water Ponded With Numerous Flow Paths
No Flooding This Side Of River
Main Channel
Water Is Ponded
Overflow Channel
Private Road
Ponded
1
2
3
3
4
6
#1
#2
5
Proposed Bridge
Gravel Road
Roadway Sag
Overflow Channel
Main Channel
N
Not To Scale

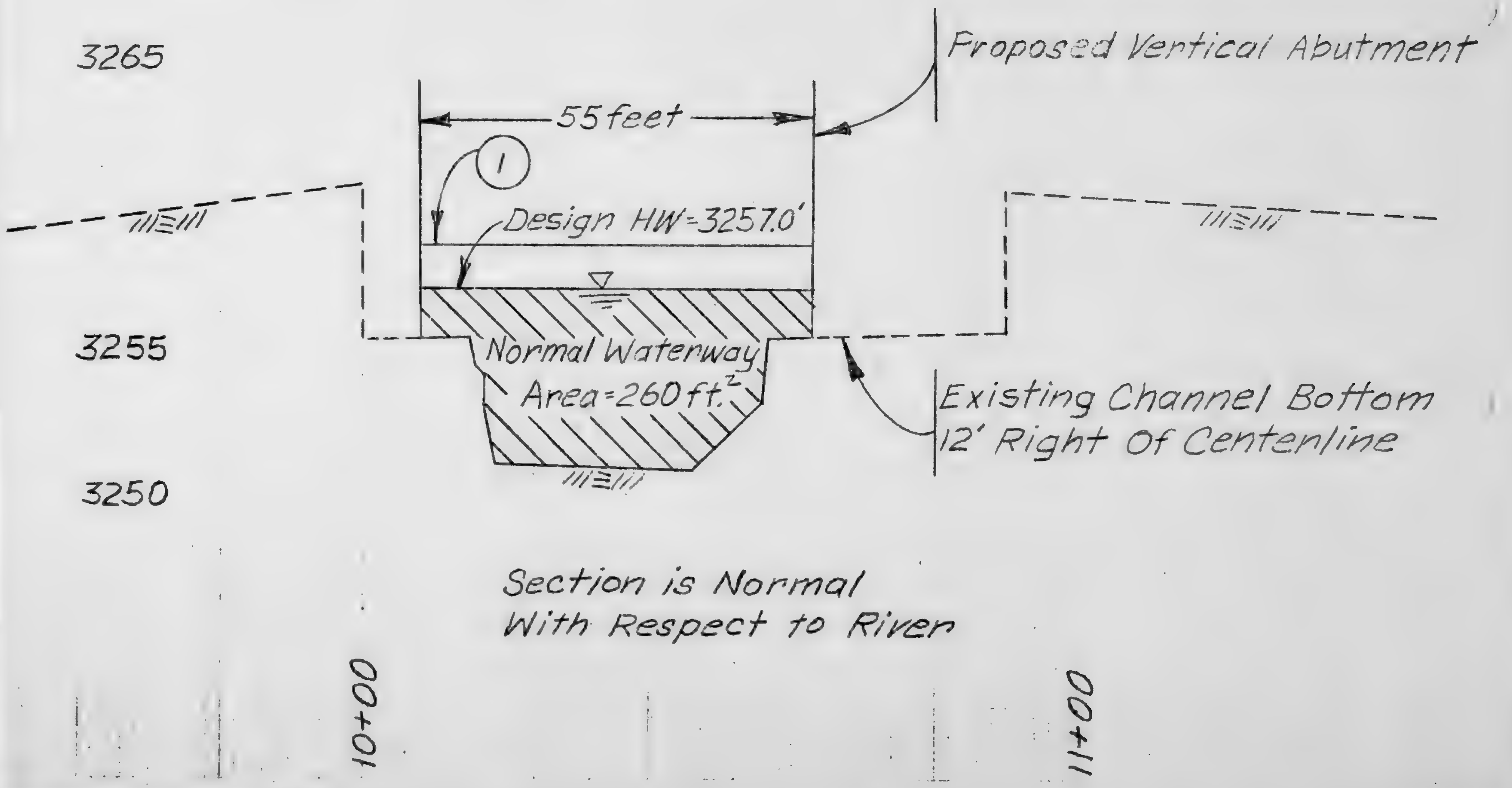
① Estimated Highwater Elevation 3257.0 feet
② Estimated Flow Through Proposed Bridge Is 1200 cfs
③ Estimated Highwater Elevation 3258.6 feet
④ Estimated Peak Discharge Through Existing 42"x30" Pipe Arch Is 20 cfs
⑤ Estimated Peak Discharge Through Existing 42"x30" Pipe Arch Is 40 cfs
⑥ Estimated Peak Discharge Through Proposed Double 8'x4' RCBC Is 480 cfs

① Minimum Bottom Of
Beam Elevation 3258.5 ft. (MSL)

Powder River Bridge
McCarty Road
Baker County

Figure 4

GMF 5-23-84

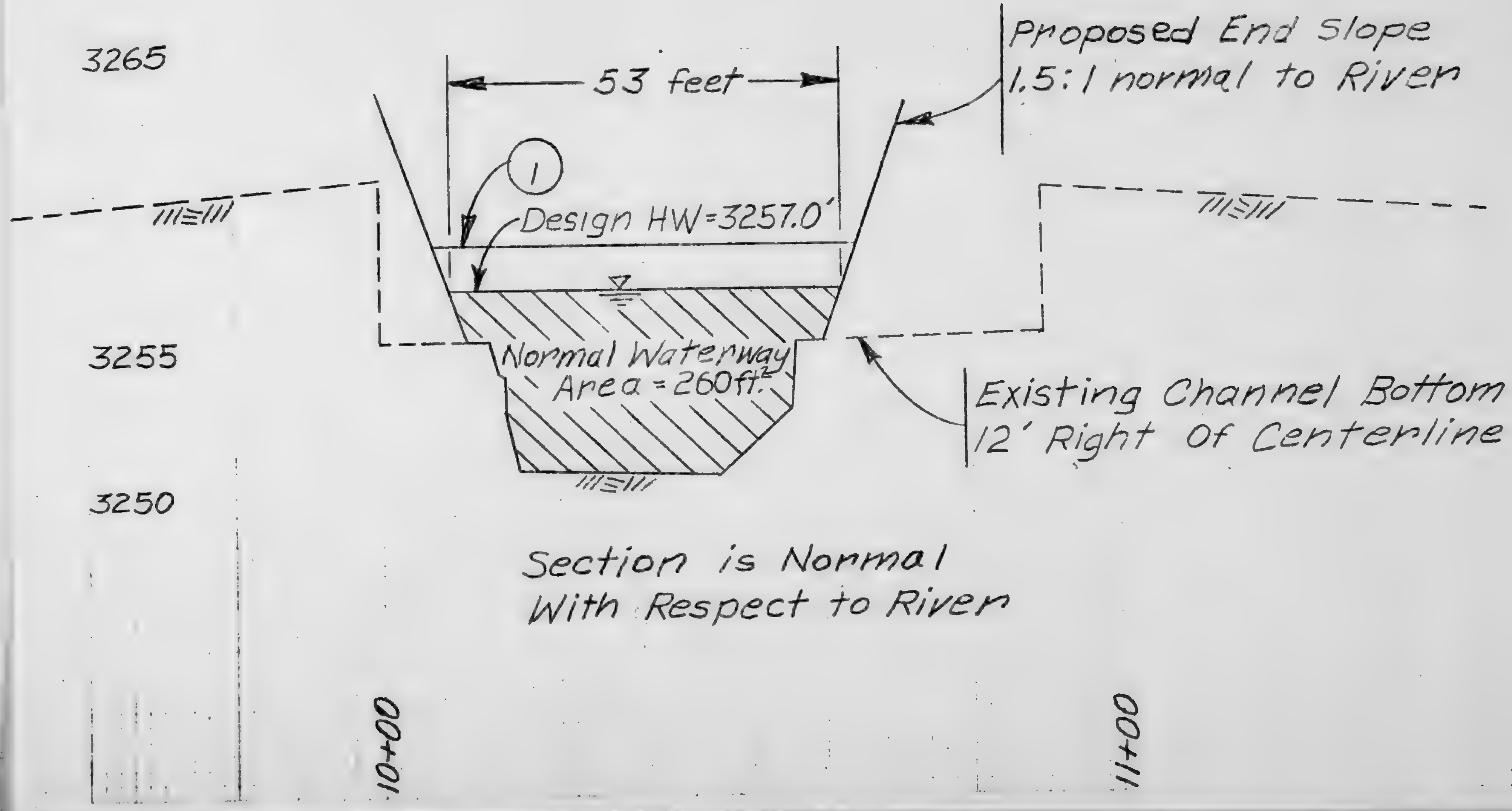

3265
3255
3250
55 feet
①
Design HW=3257.0'
Normal Waterway
Area=260 ft.²
Proposed Vertical Abutment
Existing Channel Bottom
12' Right Of Centerline
10+00
11+00

Section is Normal
With Respect to River

① Minimum Bottom of
Beam Elevation 3258.5 ft (MSL)

Powder River Bridge
McCarty Road
Baker County
GMF 5-22-84

Figure 5


3265
3255
3250
53 feet
①
Design HW=3257.0'
Normal Waterway Area = 260ft²
Proposed End Slope 1.5:1 normal to River
Existing Channel Bottom 12' Right Of Centerline
10+00
11+00

Section is Normal
With Respect to River

TABLE 1.

DESIGN FLOOD
(ROADWAY OVERTOPPING FLOOD)

	EXISTING CONDITION 5-YEAR FLOOD (1200 CFS)			PROPOSED CONDITION I 5-YEAR FLOOD (1200 CFS)			PROPOSED CONDITION II 25-YEAR FLOOD (1740 CFS)			
	Existing Powder R. Bridge	Existing Powder R. Overflow Culvert #2 42" x 30" Pipe Arch	Existing Powder R. Overflow Culvert #1 42" x 30" Pipe Arch	Proposed Powder R. Single-Span Bridge	Existing Powder R. Overflow Culvert #2 42" x 30" Pipe Arch	Existing Powder R. Overflow Culvert #1 42" x 30" Pipe Arch	Proposed Powder R. Single-Span Bridge	Existing Powder R. Overflow Culvert #2 42" x 30" Pipe Arch	Existing Powder R. Overflow Culvert #1 42" x 30" Pipe Arch	Proposed Double 8' x 4' RCBC
Peak Discharge Through Structure	1130 cfs	45 cfs	25 cfs	1130 cfs	45 cfs	25 cfs	1200 cfs	40 cfs	20 cfs	480 cfs
Peak Discharge Over Roadway	-	-	-	-	-	-	-	-	-	-
Design Highwater Elevation (MSL)	3256.8 ft	3256.8 ft	3256.8 ft	3256.8 ft	3256.8 ft	3256.8 ft	3257.0 ft	3257.0 ft	3257.0 ft	3257.0 ft
Highwater Elev. Along Upstream Embankments Including Backwater (MSL)	3256.8 ft	3258.6 ft	3258.6 ft	3256.8 ft	3258.6 ft	3258.6 ft	3257.0 ft	3258.6 ft	3258.6 ft	3258.6 ft
Normal Area Below Design Highwater	310 ft^2	6 ft^2	6 ft^2	250 ft^2	6 ft^2	6 ft^2	260 ft^2	6 ft^2	6 ft^2	64 ft^2
Average Velocity	3.6 fps	8.0 fps	4.8 fps	4.7 fps	8.0 fps	4.8 fps	4.9 fps	7.8 fps	4.6 fps	9.7 fps

TABLE 2.

100-YEAR FLOOD
(2130 CFS)

	EXISTING CONDITION				PROPOSED CONDITION I				PROPOSED CONDITION II				
	Existing Powder R. Bridge	Existing Powder R. Overflow Culvert #2 42" x 30" Pipe Arch	Existing Powder R. Overflow Culvert #1 42" x 30" Pipe Arch	Roadway Overflow	Proposed Powder R. Single-Span Bridge	Existing Powder R. Overflow Culvert #2 42" x 30" Pipe Arch	Existing Powder R. Overflow Culvert #1 42" x 30" Pipe Arch	Roadway Overflow	Proposed Powder R. Single-Span Bridge	Existing Powder R. Overflow Culvert #2 42" x 30" Pipe Arch	Existing Powder R. Overflow Culvert #1 42" x 30" Pipe Arch	Proposed Double 8' x 4' RCBC	Roadway Overflow
Peak Discharge Through Structure	1350 cfs	60 cfs	40 cfs	-	1350 cfs	60 cfs	40 cfs	-	1240 cfs	50 cfs	30 cfs	610 cfs	-
Peak Discharge Over Roadway	-	-	-	680 cfs	-	-	-	680 cfs	-	-	-	-	200 cfs
Design Highwater Elevation (MSL)	3257.3 ft	3257.3 ft	3257.3 ft	3257.3 ft	3257.3 ft	3257.3 ft	3257.3 ft	3257.3 ft	3257.3 ft	3257.3 ft	3257.3 ft	3257.3 ft	3257.3 ft
Highwater Elev. Along Upstream Embankments Including Backwater (MSL)	3257.3 ft	3259.4 ft	3259.4 ft	3259.4 ft	3257.4 ft	3259.4 ft	3259.4 ft	3259.4 ft	3257.4 ft	3259.0 ft	3259.0 ft	3259.0 ft	3259.0 ft
Normal Area Below Design Highwater	350 ft^2	6 ft^2	6 ft^2	-	280 ft^2	6 ft^2	6 ft^2	-	270 ft^2	6 ft^2	6 ft^2	64 ft^2	-
Average Velocity	3.9 fps	8.1 fps	5.0 fps	-	5.1 fps	8.1 fps	5.0 fps	-	5.0 fps	8.0 fps	4.8 fps	10.5 fps	-

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1981)
Discharge	cfs m^3/s	1130	1350	1130	
Frequency — yrs.		5	100	5	30
H.W. Elevation Natural Channel	ft. m.	3256.8	3257.3		
H.W. Elevation Channel Change	ft. m.				
Average Velocity	fps mps	4.7	5.1		
Headwater Elevation	ft. m.				
Tailwater Elevation	ft. m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: PROPOSED CONDITION I
PROPOSED SINGLE SPAN OPENINGS

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

POWDER RIVER BRIDGE
McCARTY ROAD
BAKER COUNTY

COMPILED BY: GENE M. FINLEY

DATE: JUNE 5,1984

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1981)
Discharge	cfs	480	610		
	m^3/s				
Frequency —yrs.		25	100	25	30
H.W. Elevation Natural Channel	ft.				
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	9.7	10.5		
	mps				
Headwater Elevation	ft.	3258.6	3259.0		
	m.				
Tailwater Elevation	ft.	3257.0	3257.3		
	m.				

For Canals:"DESIGN FLOOD"= Design Flow
"Discharge"= Capacity

REMARKS: PROPOSED CONDITION II
8' X 4' RCBC

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

POWDER RIVER BRIDGE

McCARTY ROAD

BAKER COUNTY

COMPILED BY:
GENE M. FINLEY

DATE:
JUNE 5,1984

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1981)
Discharge	cfs	1200	1240	1200	
	m^3/s				
Frequency — yrs.		25	100	25	30
H.W. Elevation Natural Channel	ft.	3257.0	3257.3		
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	4.9	5.0		
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: PROPOSED CONDITION II
PROPOSED SINGLE SPAN OPENINGS

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

POWDER RIVER BRIDGE

McCARTY ROAD

BAKER COUNTY

COMPILED BY: GENE M. FINLEY

DATE: JUNE 5,1984

September 26, 1984

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

CON 5
#9882

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9882 for work on the Powder River (McCarty Road) Bridge Section of the McCarty County Road in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclos United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Company
Bond Department
33405 - Eighth Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
R. D. Hector
Joseph Schlieski

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

August 23, 1984

Oregon State Highway Division
Offices of Commission Services
Room 121 State Transportation Building
Salem, Oregon

Gentlemen:

This letter is to inform your office that J & J Fencing, Inc of Springfield, Oregon will be used to satisfy the assigned contract goals of DBE 3% and WBE 1% for the Powder River (McCarty Road) Bridge of Baker County.

DBE Items as Follows:

12. Guard Rail Type 2A	2,100.00		
13, Guard Raol, Type 3	3,000.00		
14. Guard Rail Anchors, Type 1	1,400.00		
15. Rail End Pieces, Type C	396.00		
26. Metal Rail W/Tubing	7,866.00		
	14,762.00	=	15.2%

WBE Items as Follows:

16. Type 1 Fence	1,400.00		
17. 16" Single Gate	250.00		
	1,650.00	=	16.99%

Sincerely,

DOUGLAS S COATS INC

Ruth L Pooler

Ruth L Pooler, Secretary

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

SC

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0100(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

8-1-84

4. PROGRAM NO.

5. ITEM NO. 40012

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 3 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 8/3

7. DATE AUTHORIZATION EFFECTIVE 8-1-84

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Powder River (McCarty Rd.) Bridge #01C00-7685-00270

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7-30-84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $116,000 Federal Funds $92,800 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedures will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5-31-84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 8/1/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

7882 11

WEEKLY REPORT

FY( ), Six Year Program Est. $ Not on 6yr. [illegible] Team Leader Edwards 11

PREFIX 201-1974-905 Designer Butte

PROJECT Powder Riv. (McCarty Rd.) Bridge TODAY'S DATE 4/6/84

HIGHWAY County Road (PMS No.) SCHEDULE DATE 6/28/84

COUNTY Baker PRELIMINARY PLANS

TYPE OF FUNDS HBR Off System % COMPLETE 40 %

AUTHORIZED FUNDS $ 165,000 CURRENT EST. $ 165,000

REVIEWING FUNDS YES [✓ NO]

Data Furnished For:	Date Furnished	Required Yes	Required No
Temp. Prot. & Direct. Traffic		X	
R/W Descriptions		X	
Structures	3/29/84	X	
Illumination			X
RR Encroachment or PUC			X
Permanent Signing			X
Traffic Signal			X
Bikeway Quantities			X

Comments (Progress, Design Problems, Etc.) We have verified that the county has obtained an easement for the planned detour. The necessary data has been assembled and delivered to Hydraulics with a request for prompt action in getting their findings to Bridge. A base map has been prepared, and approval obtained from Scofields office for the base designs that came in from the field.

Contract Problem (R/W, R.R., Fish or Wildlife, Utilities, Permits, Other Delays, Etc.):

905 Activity	Est.	Used	Bal.	Wk. Ending Date
Designer	12	5	7	4/6/84
Revisions				
Sign Designer				
Draftsman				
Total				

COMMENTS:

Team Leader: County has acquired easement for detour. Region is forwarding it to Wakerlig. Need the info. from Hydraulics to proceed further. JE

Final Design Engineer:

Design Engineer:

Rev. April 198

9092

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0100(5)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

11-17-83

4. PROGRAM NO.

5. ITEM NO. 40012

2A. COUNTY NAME Baker

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-83

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

POWDER RIVER (McCARTY ROAD) BRIDGE SECTION #01C007

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $25,000; FF $20,000.

13. REMARKS

As requested by Mr. Swan's PEA dated October 5, 1983. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
10/25

14. DATE 10-19-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 5, 1983

Baker County Court
Third & Court Streets
Baker, OR 97814

AGR

Attention: Julia Woods
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.______

Gentlemen or Ladies:

Attached for your records are fully executed copies of agreements covering the following projects:

Powder River (Beaver Creek Road)
Powder River (McCarty) Bridge

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

Attachments

bc: Gary Potter (2 agree. att.)

FKN:kjm

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Powder River (McCarty) Bridge

REGION
5

SURVEY AUTHORITY Co Rd

AUTHORIZATION NO.
1

PREFIX
201-1974

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		100	927 FREE BRIDGE DESIGN		5,000	929 Free Br Specs		1,500
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 25,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BROS -0100(5)

LOCATION ENGINEER'S REMARKS

This project 100% Local Match.
County requests free bridge design/specifications as defined by Oregon Revised Statutes.

1 Versteeg
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wekerlig
5 Molly
RECEIVED
NOV 04 1983
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY (field) Roger C Lang	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE 5-15-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 9-28-83
RECOMMENDED, LOCATION ENGINEER X	DATE 7/27/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-83	

734-1914 (7-82)

PROJEC(PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Powder River (McCarty) Bridge #01C007			KEY ID #	REGION 5
STATE HIGHWAY # N/A	HIGHWAY NAME County Road		MILE POST FROM TO	LENGTH 0.1 mi +
☐ URBAN ☒ RURAL	CITY	COUNTY Baker	ROAD/STREET NAME McCarty	
ROUTE # N/A	FEDERAL AID # OFF SYSTEM	APPLICANT (IF OTHER THAN STATE) Baker County		

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 25 ~~18~~	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY	$	PAVING (✓)		ACRES (#)	0.2 +
ROADWAY	$ 15	STRUCTURES (✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 89 ~~99~~	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 5.4			RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 45.6	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 165 ~~159.6~~	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE	$ 190 ~~177.6~~			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE HBR OFF SYSTEM	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	10-50	
YEAR OF AVERAGE DAILY TRAFFIC	est. 1983	

DEFINE THE PROBLEM

Structure has exceeded expected design life, will not carry legal loads or allow movement of modern day agricultural equipment. Structure is listed in National Inventory of deficient bridges, SR 21.3

PROPOSED SOLUTION

Construct prestressed reinforced concrete bridge, widen roadway as required, County requests 24 foot wide bridge for this low volume road.

REQUESTED, REGION ENGINEER X	DATE 8-15-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 5

SECTION Powder River (McCarty) Bridge

PROJECT JUSTIFICATION

This structure has been a long standing priority of Baker County. Ranching operations of the area dictate a structure that will carry legal loads. Funding problems have delayed this much needed structure.

County has closely examined rancher's needs and feel a 24 foot wide structure will adequately serve needs.

A detour will be required for this project; the affected property owner has verbally indicated donation of any needed right of way for the detour and a gravel borrow source for the detour and any widening needed at the bridge end.

This structure is listed in the National Inventory of deficient bridges. The County requested this bridge to be placed on the HBR Program but Bridge Selection Committee showed Powder River (Lake Creek Road) Bridge #01C208. The County again asks for this bridge.

This project is consistent with the County's bridge replacement program.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Powder River (McCarty) Bridge

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	E	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	E	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED: 35

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING								12 12	×	12 12							
PROPOSED (MINOR WIDENING AT BRIDGE)																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	75	24	89,000 ~~99,000~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
POWDER RIVER (McCARTY) BRIDGE

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

A construction easement for a detour will be required for the project (less than one acre).

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Project is consistent with County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on traffic volumes and flow patterns other than allowing the movement of modern day agricultural equipment currently unable to use the existing structure. Improve safety for traffic using the 1910 vintage bridge is the major targeted impact for the proposed replacement.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact as no in-stream construction is anticipated. While the proposed structure is shorter than the existing bridge, an overflow relief culvert west of the bridge will be added.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. Steel thru truss, constructed in 1910. This bridge's ineligibility for the National Register of Historic Places has not been conclusively determined at this time.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

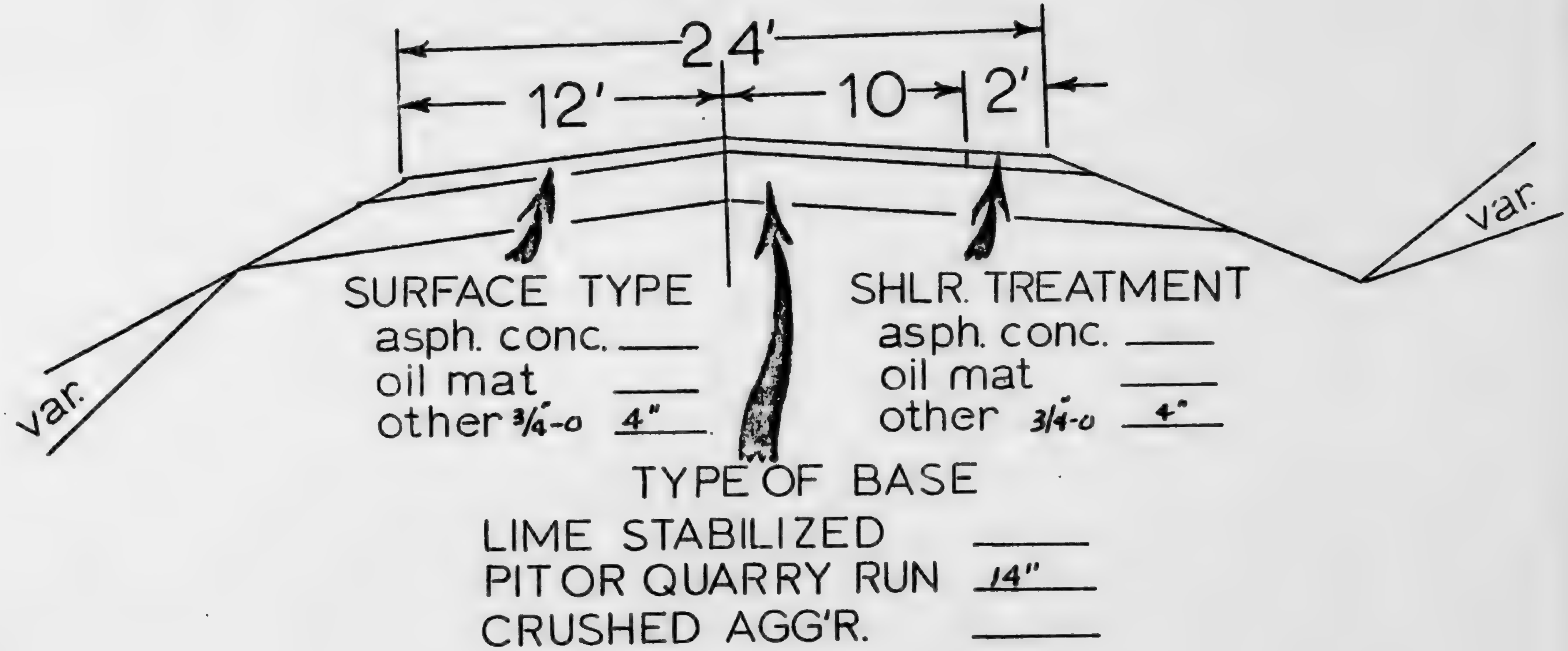
The proposed project is a bridge replacement requiring only a temporary construction easement for a detour (less than 1 acre). No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

Cultural Resource Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	September 21, 1983

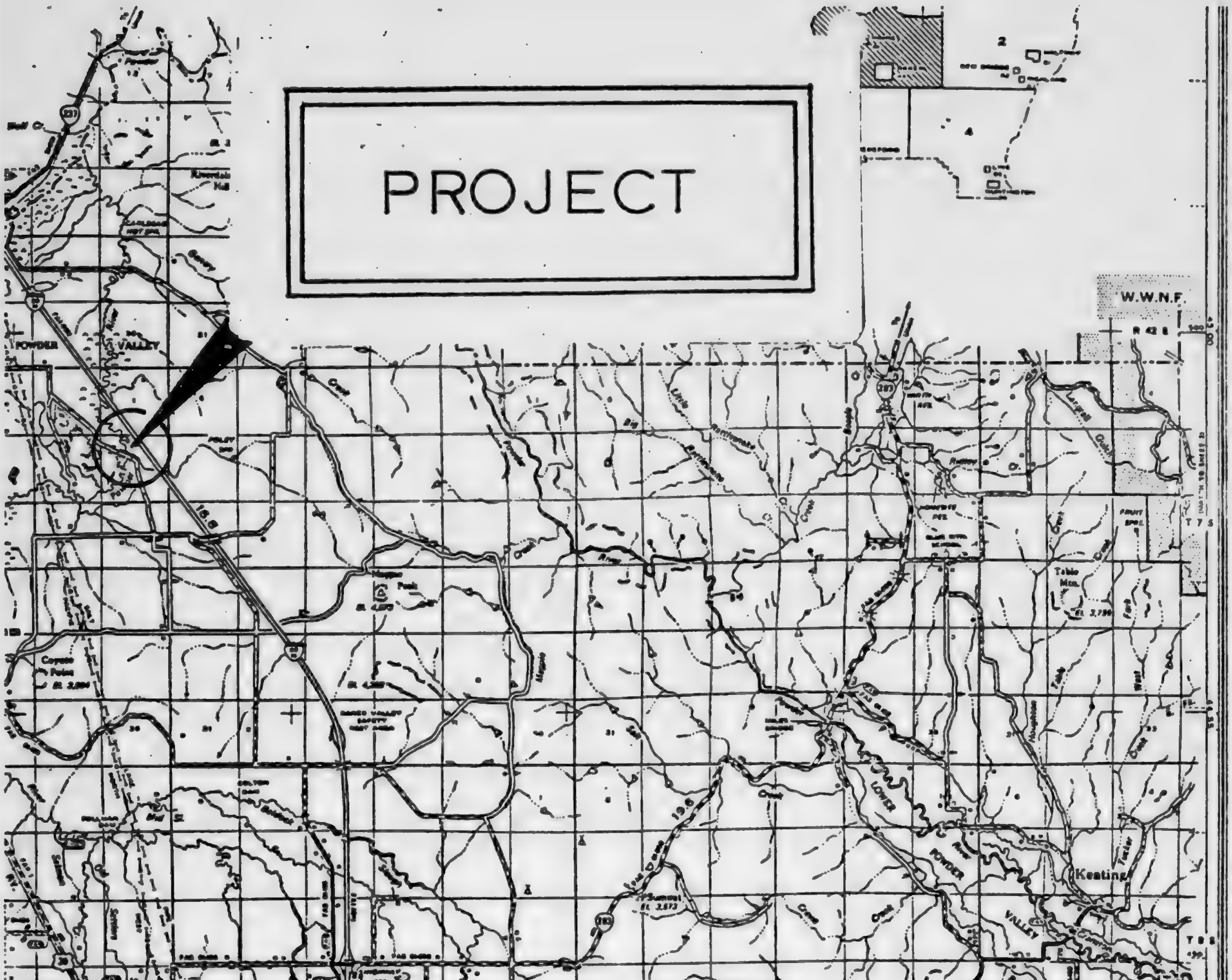
PROPOSED
TYPICAL SECTION
(BRIDGE CONNECTION)



SURFACE TYPE
asph. conc. ____
oil mat ____
other 3/4-0 4"

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other 3/4-0 4"

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN 14"
CRUSHED AGG'R. ____


PROJECT
W.W.N.F.
POWDER
VALLEY
LOWER
POWDER
VALLEY
Keating
Table Mtn.
BAKER
VALLEY
Wingville
FLAT
Flagstaff Hill
Summit
BAKER
Smith Lake
Coyote Peak
Pine Mtn
VIRTUE
R 40 E
MATCH TO SHEET
R 41 E
R 42 E
T 7 S
T 8 S
T 9 S

9882 1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 13, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

BROS-0100 (-)
RE: Project Classification
Powder River (McCarty) Bridge
County Road
Baker County

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
September 23, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Clayton Ansell
Don Keyes

CMG:lm

Attachments (4)

for ______ 9/21/83
Division Administrator Date
FHWA OREGON DIVISION

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
POWDER RIVER (McCARTY) BRIDGE

REGION
5

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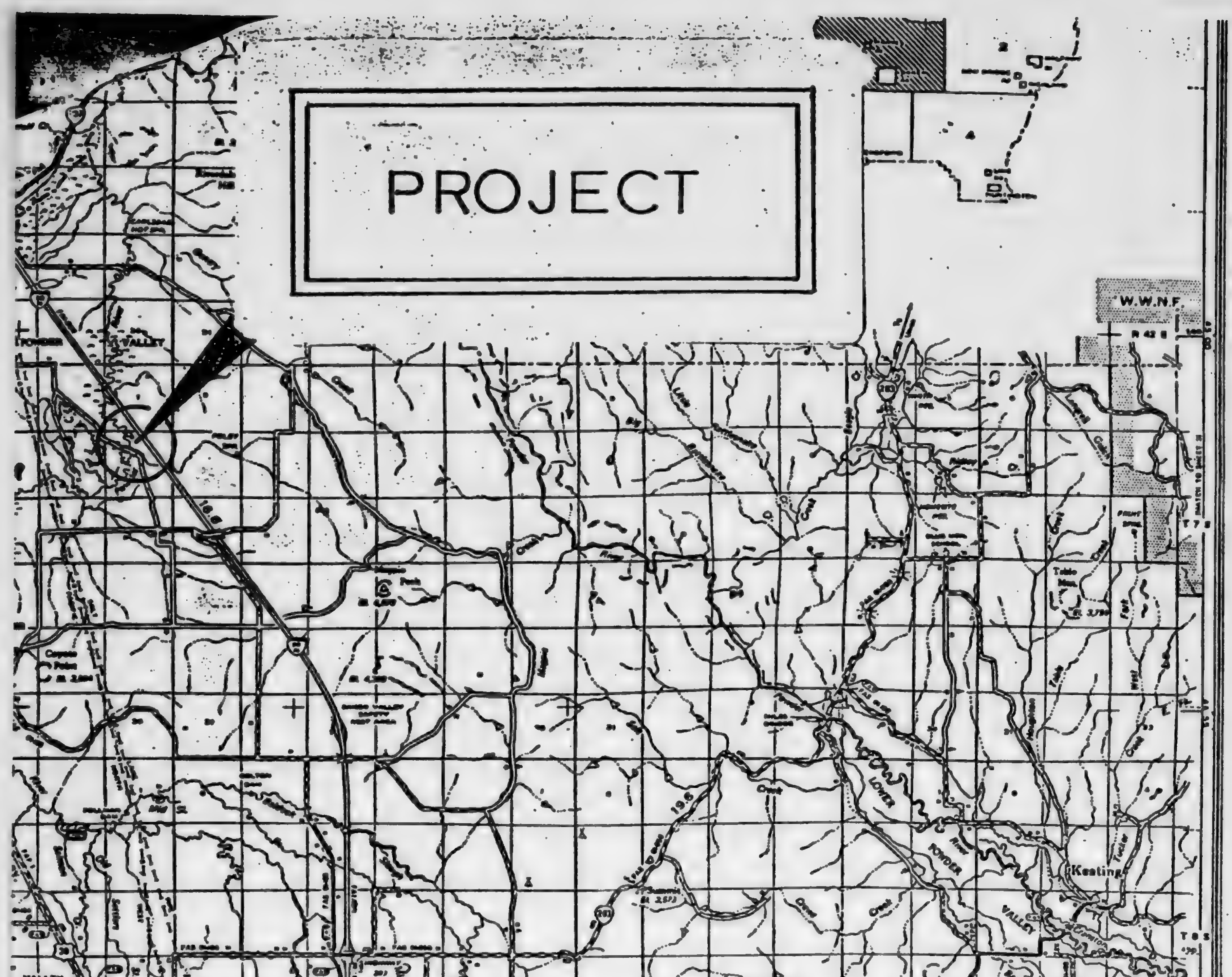


PROJECT
W.W.N.F.
R 42 E
POWDER
VALLEY
LOWER
POWDER
VALLEY
Keating
19.6
Summit
VALLEY
BAKER
VALLEY
Wingville
Flagstaff
Flagstaff Hill
Summit
39.3
1.6
Virtue
BAKER
Coyote Peak
Griffin Gulch
T 9 S
T 7 S
R 40 E
R 41 E
R 42 E

9582

FEDERAL AID PROJECT REQUEST

Date 8-2-83

Applicant Agency Baker County

Request for: Off-System____, FAS-C____, FAUS____ Project HBR OS

Federal Aid Route No. N/A Route Name McCarty Rd. No. 685

Project Name Powder River (McCarty) Br. Section

Project Length____ Project Location (Attach sketch map)

Project Description Remove existing structure, construct prestressed reinforced concrete slab span structure.

Average Daily Traffic 10 - 50 (est.) Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 Travel Lanes____ Shoulders____

Medians None Parking____

Sidewalks None

Remarks Gravel surface

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders____

Medians No Parking____

Curbed No Length Curb Radii____

Sidewalk/Bikeway No, Rural area does not warrant cost

Remarks Retain Gravel Surface

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971? Yes____ No____

3. Will additional right-of-way be needed? Yes____ No XX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No XX
Remarks Anticipate donation R/W from property owner. Ranching operation require establishment of detour. Owner has verbally stated he would donate R/W for detour.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Powder River (McCarty Rd.) Br. No. 01C007

Type Steel Thru Truss

Approach Roadway Width Shoulder Width

Length 92 Width 16

To remain in place? No

2. Proposed Structure:

Location Powder River (McCarty Rd.)

Approximate Size: Length 75 Width 24

Are sidewalk/bikeways desired: No- Gravel Road; Rural location does not warrant cost

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Shorten structure length, add overflow relief culvert west of bridge
Salvage structures for County.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No XX

   Name of Railroad______
   Existing Crossing Protection______

2. Will existing railroad crossing be altered?______

   Remarks______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Hon Larry Smith, County Judge Office
2.	Environmental	" " " " " Office
3.	Public Hearing	" " " " " Office

Remarks Minimal action plan requirement anticipated for this project.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State XX Consultant______

2. Project construction engineering to be performed by:

Applicant________ State XX Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes XX No________
If "yes," describe briefly: County will negotiate for donation R/W required for detour.

4. Applicant's estimate of cost for requested project: (75x24)

Roadway Work	$ 15,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	99,000.00
Railroad	
Other 40% Engr. & Conting	45,600.00
Preliminary engineering	16,800.00
PROJECT TOTAL	$ 176,400.00

Remarks County request free Bridge Design/Specification as defined by Oregon Revised Statues. Also requests August Letting

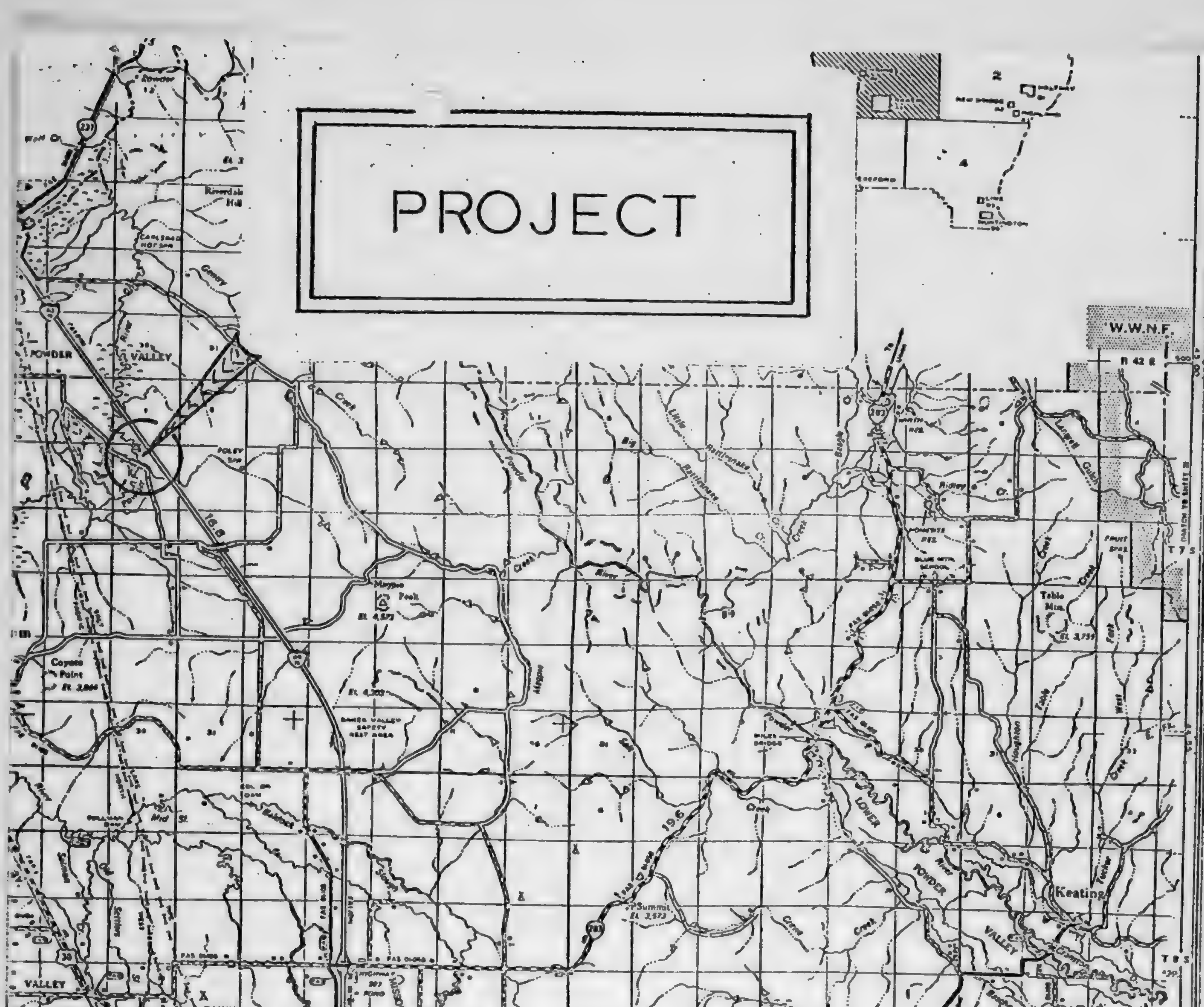
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____________ and/or Baker COUNTY

By____________ By

By____________ By

By


PROJECT
W.W.N.F.
Riverdale Hill
POWDER
VALLEY
Coyote Point
Maypoo Peak
BAKER VALLEY SAFETY REST AREA
Big
Little
Rattlesnake
Ridley Cr.
Table Mtn.
LOWER
POWDER
VALLEY
Keating
Summit
196
16.8
39.3
VALLEY
BAKER
VALLEY
Wingville
MISSOURI
FLAT
Flagstaff Hill
Flagstaff
Smith Lake
BAKER
Coyote Peak
VIRTUE
FLAT
Lone Pine Mtn
Gulch
Creek
R 40 E
R 41 E
R 42 E
T 7 S
T 8 S
T 9 S
MATCH TO SHEET 9

1984 Silvies R. (Hotchkiss Lane)Br. 9883
Sec, (County Road) S. of Burns.
(grading, pav, structure)

7.8.3

Oregon Department of Transportation
HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

DATE OF REQUEST

REFERENCE DATE, VOUCHER NO., DESCRIPTION & ETC.	AGY.	TRAN. CODE	CURRENT DOCUMENT NO.	DOCUMENT DATE	EXPENDITURE ACCOUNT	SUB JOB	ORG. UNIT	ACTIVITY	OBJECT DETAIL	QUANTITY	AMOUNT	REV.	REFERENCE CODE
Lump Sum	02			8 11 87	C2131909	011	0632	903	589		598.51		
	↙			↙	↙	↙	↙	927	↙		598.51	R	
Lump Sum	02			8 11 87	C2131909	011	0632	921	589		791.11		
	↙			↙	↙	↙	↙	929	↙		791.11	R	
												R	
												R	
												R	
												R	
												R	
										TOTAL	TOTAL 2779.24		

REASON FOR REQUEST Under ORS 366.155K the State will furnish a bridge design, plans & spec's at no cost to the County.

Michael K. Shutz
(PREPARED BY)

Joseph H. Speight
(APPROVED BY)

8

9883

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 5/11/87

COUNTY: Harney AGREEMENT NO: 7944 PROJECT NO: BROS-1300(5&6)

CONTRACT NO: 9883 SECTION: Silves R. (Hotchkiss Ln.) Br.

Preliminary Engineering Prefix: C213-1909

	Participating	Nonparticipating
Project Manager	$ 7,810.95	$ 197.72
Final Design	1,806.07	
Location	378.62	
Administrative Services	42.74	
Environmental Section	77.03	
Structural Foundation	4,680.11	
Free Bridge Design	3,815.00	
Free Specification	1,097.39	
Hydraulics	518.77	
TOTAL P.E. COST	$20,226.68	$ 197.72
Less Free Design & Specs	(4,912.39)	-0-
COUNTY'S SHARE P.E. COST	$15,314.29	$ 197.72

Construction Prefix: C213-1071 & C9883

Payment to Contractor	$94,228.51	
Interest on Final Payment		$ 327.48
Liquidated Damages	(330.00)	
Field Engineering	9,992.54	33.90
Program Section	34.86	
Materials Testing & Lab	2,841.59	
Technical Services	340.37	
Construction Section	26.04	
Region Engineers Office	567.91	
Accounting	12.00	
	$107,713.82	$ 361.38

SUMMARY:

Participating P.E. Cost	$ 15,314.29
Participating Const. Cost	107,713.82
TOTAL PARTICIPATING COST	$123,028.11

FEDERAL FUNDS		
P.E. (80%)	$12,251.43	
Const. (80%)	86,171.06	(98,422.49)
SUBTOTAL		$ 24,605.62
Plus Nonparticipating County Cost		559.10
Less 1/2 Nonparticipating Field Engineering Cost (State Share)		(16.95)
Less County's Advance Deposits		
P.E. AD #83-104	$ 4,000	
Const. AD #84-90	21,400	(25,400.00)
REFUND DUE COUNTY		$ (252.23)

MKS:pf

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 8/01/84
TO 11/13/86

FEDERAL AID PROJECT NO.
BROS-1300(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
108,075.20	107,713.82	80%	86,171.06	86,171.06	-0-

114

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
2/20/87

SIGNATURE OF AUTHORIZED OFFICIAL
Acting Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SILVIES RIVER (HOTCHKISS LANE) BRIDGE SECTION COUNTY ROAD HARNEY COUNTY					
	Construction Type Code X080 Structure #16692 (Sta. 9+00 to Sta. 12+00)					
	Final Contract Payment Summary	Lump Sum			$ 94,228.51	
	Construction Engineering					
	Liquidated Damages	Lump Sum			$ (330.00)	
	State	All Required			13,815.81	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 13,485.81**	
	TOTAL PARTICIPATING PROJECT COST				**$107,713.82**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 327.48	
	State (Construction Engineering)	All Required			33.90	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 361.38**	
	TOTAL PROJECT COST				**$108,075.20**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 2/12/87.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985 PAGE 261

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	213	1067	920	00	P 1			19.13	82	83
	213	1067	940	00	P 1			888.75	82	83
	213	1067	941	00	P 1			4.98	83	84
	213	1067	942	00	P 1			1,145.55	82	83
	213	1067	944	00	P 1			264.15	82	83
	213	1067	945	00	P 1			177.73	82	83
	213	1067	946	00	P 1			328.41	82	83
			TOT		P1			85,975.60		
			TOT		N1			2,639.64		
			** JOB TOTALS **				**	** 88,615.24 **		
SILVIES R(HOTCHKISS LN)BR	CONT NO 9883	FA PROJ NOS BROS1300006 100							STATE	
	213	1071	201	00	P 1	13,320.16	94,033.36	94,033.36	84	85
	213	1071	203	00	P 1	330.00CR	330.00CR	330.00CR	85	85
	~~213~~	~~1071~~	~~204~~	~~00~~	~~P 1~~	~~649.51CR~~	~~4,685.17CR~~	~~4,685.17CR~~	84	85
	~~213~~	~~1071~~	~~296~~	~~00~~	~~N 9~~	~~7.03CR~~	~~68,810.04CR~~	~~68,810.04CR~~	84	85
	~~213~~	~~1071~~	~~298~~	~~00~~	~~N 9~~	~~7.03~~	~~68,810.04~~	~~68,810.04~~	84	85
	213	1071	900	00	P 1	1,860.43	7,989.24	7,989.24	84	85
	213	1071	900	00	N 1		25.19	25.19	84	85
	213	1071	920	00	P 1	.16CR	34.86	34.86	84	85
	213	1071	940	00	P 1		1,404.00	1,404.00	84	85
	213	1071	941	00	P 1	3.18CR	814.46	814.46	84	85
	213	1071	944	00	P 1	1.24CR	340.37	340.37	84	85
	213	1071	945	00	P 1	.12CR	26.04	26.04	84	85
	213	1071	946	00	P 1	1.86CR	567.91	567.91	84	85
	213	1071	948	00	P 1		12.00	12.00	84	24
			TOT		P1	14,194.52	100,207.07	100,207.07		
			TOT		N1		25.19	25.19		
			** JOB TOTALS **			14,194.52 **	100,232.26 **	100,232.26 **		
POLALLIE CR-COOPER SPUR	CONT NO 9295 =	FA PROJ NOS ERF00326001 100							STATE	
	214	1094	201	00	P 1			547,264.78	81	82
	214	1094	206	00	N 1			828.24	82	82
	214	1094	270	01	P 1			3,117.61	81	84
	214	1094	270	02	P 1			13,452.22	81	84
	214	1094	270	02	N 1			1,313.87	81	83
	214	1094	296	00	N 9		.15	611,071.89CR	81	84
	214	1094	298	00	N 9		.15CR	611,071.89	81	84
	214	1094	900	00	P 1			43,245.70	81	[illegible]
	214	1094	900	00	N 1			48.83	81	81
	214	1094	920	00	P 1			16.52	81	81
	214	1094	940	00	P 1			1,887.00	81	81
	214	1094	941	00	P 1			2.19	81	82
	214	1094	944	00	P 1			698.23	81	82
	214	1094	945	00	P 1			767.65	81	82
	214	1094	946	00	P 1			1,599.03	81	84
	214	1094	948	00	P 1			20.96	81	82

54

9,992.8

2218.46

+423.13

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-1000-008									
********************************									
F04112									
AGREEMENT TOTALS	417,794.00	295,864.86	369,831.08	80.00	296,842.00	295,864.86	.00		.00
PROJ TOTALS	417,794.00	295,864.86	369,831.08		296,842.00	295,864.86	.00		.00
FEDERAL PROJECT: BROS-1100-001									
********************************									
F01587									
C2111903-000	24,272.15	11,244.17	24,272.15						
C2111903-011	8,283.69	14,800.50	8,283.69						
AGREEMENT TOTALS	32,555.84	26,044.67	32,555.84	80.00	26,044.67	26,044.67	.00		.00
FED PROJ TOTALS	32,555.84	26,044.67	32,555.84		26,044.67	26,044.67	.00		.00
FEDERAL PROJECT: BROS-1300-005									
********************************									
F01594									
C2131909-010	197.72	.00	.00						
C2131909-011	20,226.69	16,181.35	20,226.69						
AGREEMENT TOTALS	20,424.41	16,181.35	20,226.69	80.00	16,181.35	16,181.35	.00		.00
PROJ TOTALS	20,424.41	16,181.35	20,226.69		16,181.35	16,181.35	.00		.00
FEDERAL PROJECT: BROS-1300-006									
********************************									
F01592									
C09883 -000	7,300.54	343.84	5,300.54						
C09883 -001	8.71	.00	.00						
C09883 -010	352.67	.00	.00						
C09883 -011	100,413.28	85,827.22	102,413.28						
AGREEMENT TOTALS	108,075.20	86,171.06	107,713.82	80.00	86,171.06	86,171.06	.00		.00
FED PROJ TOTALS	108,075.20	86,171.06	107,713.82		86,171.06	86,171.06	.00		.00
FEDERAL PROJECT: BROS-1800-007									
********************************									
F01619									

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	C09883	000		001	0821		.00	24.87
	C09883	000		001	0821		.00	24.87
	C09883	000		001	0821		.00	24.87
	C09883	000		001			.00	24.87
	C09883	000		555	0521		.00	2.37
	C09883	000		555	0521		.00	2.37
	C09883	000		555	0521		.00	2.37
	C09883	000		555	0531		.00	2.11
	C09883	000		555	0531		.00	2.11
	C09883	000		555	0531		.00	2.11
	C09883	000		555			.00	4.48
	C09883	000					.00	29.35
	C09883	000	010	001	0813		.00	236.26
	C09883	000	010	001	0813		.00	236.26
	C09883	000	010	001	0813		.00	236.26
	C09883	000	010	001	0821		.00	87.28
	C09883	000	010	001	0821		.00	87.28
	C09883	000	010	001	0821		.00	87.28
	C09883	000	010	001			.00	323.54
	C09883	000	010				.00	323.54
	C09883	000	900	001	5000		.00	384.65
	C09883	000	900	001	5000		.00	384.65
	C09883	000	900	001	5000		.00	384.65
	C09883	000	900	001	5011		.00	189.82
	C09883	000	900	001	5011		.00	189.82
	C09883	000	900	001	5011		.00	189.82
	C09883	000	900	001	8052		.00	721.61
	C09883	000	900	001	8052		.00	721.61
	C09883	000	900	001	8052		.00	721.61

Project mngt 352.89

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

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                                  JOB COST SUMMARY
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED

                                               CREW      MSA          CURRENT                  BALANCE TO
  BIEN      EA      SUBJOB   ACTIVITY  OBJ-DETAIL  NUMBER    FIELD         MONTH                     DATE
          C09883     000       900       001                                         .00           1,296.08

          C09883     000       900       106       5011                              .00              48.00
          C09883     000       900       106       5011                              .00              48.00

          C09883     000       900       106       5011                              .00              48.00

          C09883     000       900       106                                         .00              48.00

          C09883     000       900       150       5011                              .00               1.50
          C09883     000       900       150       5011                              .00               1.50

          C09883     000       900       150       5011                              .00               1.50

          C09883     000       900       150       8052                              .00              51.38
          C09883     000       900       150       8052                              .00              51.38

          C09883     000       900       150       8052                              .00              51.38

          C09883     000       900       150                                         .00              52.88

          C09883     000       900       550       5000                              .00               4.60
          C09883     000       900       550       5000                              .00               4.60

          C09883     000       900       550       5000                              .00               4.60

          C09883     000       900       550       5011                              .00              22.40
          C09883     000       900       550       5011                              .00              22.40

          C09883     000       900       550       5011                              .00              22.40

          C09883     000       900       550       8052                              .00             126.38
          C09883     000       900       550       8052                              .00             126.38

          C09883     000       900       550       8052                              .00             126.38

          C09883     000       900       550                                         .00             153.38

          C09883     000       900                                                   .00           1,550.34

          C09883     000       901       001       7363                              .00              81.90
          C09883     000       901       001       7363                              .00              81.90

          C09883     000       901       001       7363                              .00              81.90

          C09883     000       901       001                                         .00              81.90

          C09883     000       901       504       7363                              .00               7.11
          C09883     000       901       504       7363                              .00               7.11

    *** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES
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Project charges

3/25/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
	C09883	000	901	504	7363		.00	7.11	
	C09883	000	901	504			.00	7.11	
	C09883	000	901				.00	89.01	
	C09883	000	940	001	8221		.00	64.13	
	C09883	000	940	001	8221		.00	64.13	
	C09883	000	940	001	8221		.00	64.13	
	C09883	000	940	001			.00	64.13	
	C09883	000	940	551	8052		.00	559.00	
	C09883	000	940	551	8052		.00	559.00	
	C09883	000	940	551	8052		.00	559.00	
	C09883	000	940	551			.00	559.00	
	C09883	000	940				.00	623.13	
	C09883	000					.00	2,615.37	
	C09883	001	900	151	8052		.00	8.71	
	C09883	001	900	151	8052		.00	8.71	
	C09883	001	900	151	8052		.00	8.71	
	C09883	001	900	151			.00	8.71	
	C09883	001	900				.00	8.71	
	C09883	001					.00	8.71	
	C09883	010			8052		.00	25.19	***
	C09883	010			8052		.00	25.19	
	C09883	010			8052		.00	25.19	
	C09883	010					.00	25.19	
	C09883	010		349	8033		.00	327.48	
	C09883	010		349	8033		.00	327.48	
	C09883	010		349	8033		.00	327.48	
	C09883	010		349			.00	327.48	

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

TOTAL 1992.24
11.06
2003.30

material

Non test
5.90
Project
[illegible]

in test
Non test

```
3/25/87                                      JOB COST SUMMARY                                                        PAGE    44
                                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                           PAYROLL CHARGES ARE LOADED

                                                             CREW        MSA           CURRENT                      BALANCE TO
   BIEN        EA        SUBJOB   ACTIVITY   OBJ-DETAIL     NUMBER      FIELD           MONTH                          DATE
              C09883      010                                                                      .00                352.67

              C09883      010       900         598          0521                                  .00                   .00
              C09883      010       900         598          0521                                  .00                   .00

              C09883      010       900         598          0521                                  .00                   .00

              C09883      010       900         598                                                .00                   .00

              C09883      010       900                                                            .00                   .00

              C09883      010                                                                      .00                352.67

              C09883      011                                8052                                  .00            100,207.07    ***
              C09883      011                                8052                                  .00            100,207.07

              C09883      011                                8052                                  .00            100,207.07

              C09883      011                                                                      .00            100,207.07

              C09883      011                   300          0100                                  .00                195.15
              C09883      011                   300          0100                                  .00                195.15

              C09883      011                   300          0100                                  .00                195.15

              C09883      011                   300                                                .00                195.15

              C09883      011                                                                      .00            100,402.22

              C09883      011       900         146          5100                                  .00                 11.06
              C09883      011       900         146          5100                                  .00                 11.06

              C09883      011       900         146          5100                                  .00                 11.06

              C09883      011       900         146                                                .00                 11.06

              C09883      011       900         598          0521                                  .00                   .00
              C09883      011       900         598          0521                                  .00                   .00

              C09883      011       900         598          0521                                  .00                   .00

              C09883      011       900         598                                                .00                   .00

              C09883      011       900                                                            .00                 11.06

              C09883      011                                                                      .00            100,413.28

              C09883                                                                               .00            103,390.03
    *** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES
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9 / / -

jc cc: OSHD (L. W. Rulien) Contract # 9883 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 5	REPORT NO. 1	COUNTY Harney	DIVISION Oregon
DATE OF REPORT NOV 10 '86	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-1300(6)
COMPLETION DATE (Actual) 6-6-85	ACCEPTANCE DATE BY CONRTACT AGENCY 7-28-86	TIME ELAPSED 102 %	CONTRACT TIME 120 cd or 5-31-85

LOCATION

Silvies River (Hotchkiss Lane) Bridge, County Road, Harney County

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)~~
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of grading and asphalt concrete pavement.

   B. Construction of Bridge No. 16692 across the Silvies River. Length - 48 feet. Roadway width - 27.5 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Weaver Construction Co.

3. Contract Amount: $93,898.51

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOV
E. SCHWART

RECEIVED
STATE HWY ENGR
NOV 13 '86
Cy 10/14 Fredrickson
REFER TO
FOR
Inf. Invest. R/D Act File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE	
TITLE Area Engineer	DATE 11/12/86	TITLE District Engineer B	DATE 11/13/86

FORM FHWA 1446B
(Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

August 5, 1986

CON 5 - #9883

Fidelity & Deposit Co. of Maryland
57 W. 2nd Street South
Suite 301
Salt Lake City, UT 84101

Contract No. 9883 awarded to Weaver Construction Company for work on the Silvies River (Hotchkiss Lane) Bridge in Harney County was completed on August 14, 1985, and accepted by the State Highway Division on July 28, 1986.

Final payment in the amount of $2,000.15 will be released to the contractor after August 11, 1986. The total contract amount is $93,898.51 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: Weaver Construction Company
P.O. Box 588
Union, OR 97883

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

9883

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9883

TO: Robert Gormsen
Manager, Commission Services

DATE: July 28, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9883, On Site Work Substantially Completed June 6, 1985

All Work Completed: August 14, 1985

Project: Silvies River (Hotchkiss Lane) Bridge

Highway: County Road

County: Harney

Type of Work: Grading, Paving and Structures

Contractor: Weaver Construction Co.

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

8-5-86 - Surety letter written.

RECEIVED
JUL 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

1883

STATE OF OREGON **INTEROFFICE MEMO**

TO: Herb Shaw
Project Manager

DATE: December 12, 1985

SUBJECT: Silvies River (Hotchkiss Lane) Bridge Section
Contract No. 9883
FA: BROS-1300(6)
Harney County

The recommendation and approval by the Construction Section to show 104.20 tons of Aggregate base, bid item 8, as "Federal Aid non-participating" is not acceptable.

Under the terms of Agreement no. 7944, Harney County is to bear 100% of all costs which are non-participating. This will result in the County paying $1,563 simply because we did not have a state witness present.

Discussions with the Construction Section indicate we may be able to rectify the problem by showing width, depth and length of the aggregate base converted to tons which will show the total aggregate base in place.

Hopefully you will be able to obtain the required documentation and avoid the 100% cost to the County. If you can't, then you are going to be with me when I explain the final billing to the County Court.

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: O. B. Jackmond
Roger Gebauer
~~Gary Potter~~ w/encl.
Don Harwell w/encl.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 16 1985
REFER TO Shultz
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

1-128-1307

DW Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
CONSTRUCTION SECTION

FINAL ESTIMATES GROUP

Report of: Final Check ✓ Check Number 1 Date 12-10-85
Precheck ___

Project Name Silvies R. (Hotchkiss Lane) Bridge
Contract Number 9883 Prefix Number C09883
Project Manager Herb Shaw (Barry Hatcher)

REMARKS

~~Documentation, other than that related to weigh scales, was in good shape and was error-free.~~

See attachment regarding Federal-aid non-participation.

NOT ACCEPTABLE!

Cy Gary A. Potter
Don Harwell ✓
12/12/85

~~No. of Bid Items~~ Checked 27 No. of Price Agreements Checked 0
Quantitiy Differences: Yes ___ No ✓ (If Yes, See Attached Sheets)*

Roger L. Hebauer 12-10-85
Reviewed By Date

Roger L. Hebauer 12-10-85
Final Estimates Group Leader Date

*Quantity Errors Less Than ± $100.00 Not Listed On Attachments

Dist.: Construction, Region, Project Manager and File

10-84

O. B. Jackmond
Contract Admin. Engr.

Silvies R. (Hotchkiss Lane) Bridge
Cont. No. 9883
F.A. : BROS-1300(6)
P.M. : Barry Hatcher - Herb Shaw

Reference the attached project data, specifically, the hi-lited portions.

In view of Herb Shaw's response to my memo I make the following recommendations:

1. The B.I.B, Aggregate Base, material placed on November 16, 1984 was both weighed and placed, without a State witness being present. Accordingly, I recommend that the 104.20 tons reported for payment be classed Federal-aid non-participating.

2. The scale inspection and test data is not in compliance with the six-month interval standard specification requirement. However, the October 14, 1985 report indicates that the scale accuracy was retained during the interval between tests. I recommend the two attached tests be accepted as "in lieu" of the required testing.

Roger L. Gebauer
12-9-85

104.20 @ $15.00/T = $1,563.00
I concur with Roger's analysis and recommendation - R. H. Bettime
12/9/85

Approved
O. B. Jackmond
12-10-85

9883

October 24, 1985

Weaver Construction Co.
P. O. Box 588
Union, OR 97883

CON 5

Re: Time Extension Request
Silvies River (Hotchkiss Lane) Bridge
Contract No. 9883
FAP No. BROS-1300(6)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional six calendar days in which to complete phase "b" (paving) of the contract due to weather conditions not practical for paving.

Your paving subcontractor elected not to start his commercial paving plant until June 3, 1985 - three days after expiration of contract time on Phase "b". Late availability of required materials is not a valid reason for adjustment of contract time and your request is therefore denied. There remains six calendar days of liquidated damages under Phase "b" of this contract.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager Herb Shaw

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
H. Shaw w/att.

TE/214

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: September 30, 1985

Attn: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Silvies River (Hotchkiss Lane) Bridge
Contract No. 9883
Harney County

Attached is the contractor's request for a six day extension of contract time along with the Project Manager's recommendation.

The only commercial asphalt supplier in the area did not start his paving plant unitl June 3 while the project had a May 30 Completion date. There might be cause to be sympathetic had the supplier not also been the paving subcontractor. While two of the days in early June may not have been suitable for paving, there were many days earlier in the season when paving was possible.

I recommend no additional contract time be granted.

Warren
Warren Richards
Region 5 Construction Engineer

WR/jef

CC: Herb Shaw

10-24-85

W. E. Schwartz –

I concur with Region that this request be denied.

O. B. Jackmond

CE.... CAT .... RECEIVED IS......TC......
COE.... OM....
OE .... OCT 02 1985 FE ......CP......
CA............ PQC..........
CAM .... QCS..........
ELO.......... SECTION FILE.........

1-125-1387

7- =

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Silvies River (Hotchkiss Lane) Bridge	WEEK ENDING: Aug. 17, 1985
		SECTION PREFIX C09883
	HIGHWAY County Road	COUNTY Harney
NAME OF JOB	KIND OF WORK Grading, Paving, Structures	
CONTRACTOR Weaver Construction Co.	CONTRACT NUMBER 9883	FEDERAL AID PROJECT NUMBER BROS-1300(6)
DATE OF CONTRACT September 10,1984	DATE WORK STARTED September 18,1984	ESTIMATED COMPLETION DATE May 31,1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION. 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS (a) 120	WORK DAYS USED CALENDAR DAYS USED 126
PROJECT AUTHORIZATION: $ 107,033	SPECIFIED COMPLETION DATE (b) May 31,1984	PERCENT OF TIME ELAPSED 105
EXCLUSIVE OF ENGINEERING: $ 97,685	ENGINEERING AUTHORIZATION $ 9,348	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 97,685	ENGINEERING COST TO DATE $ 10,557	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 113 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
.	.	.	.	.	.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.2	0.2			0.2
MILES PARTIALLY COMPLETED	0.2	0.2			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	576cy	732tn			175tn
TOTAL QUANTITIES CORRECTED TO DATE	576cy	834tn			175tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	200cy	745tn			0
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	1			0
HOURS PER SHIFT	0	8			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11				
MONDAY 12				
TUESDAY 13				COE
WEDNESDAY 14				OE CA ✓
THURSDAY 15				CAM EEO
FRIDAY 16				
SATURDAY 17				

CONTR. NO: 9883

DATE: Aug. 17, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11 SUNDAY	No activity.
12 MONDAY	No activity.
13 TUESDAY	No activity.
14 WEDNESDAY	No activity.
15 THURSDAY	No activity.
16 FRIDAY	No activity.
17 SATURDAY	No activity.

REMARKS

Semifinal completed and submitted to Region Office this week.

FINAL REPORT

SIGNED

B.N. Hatcher, Project Manager

LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Silvies River (Hotchkiss Lane) Bridge	WEEK ENDING July 27, 1985
		SECTION PREFIX C09883
	HIGHWAY County Road	COUNTY Harney
NAME OF JOB	KIND OF WORK Grading, Paving, Structures	
CONTRACTOR Weaver Construction Co.	CONTRACT NUMBER 9883	FEDERAL AID PROJECT NUMBER BROS-1300(6)
DATE OF CONTRACT September 10, 1984	DATE WORK STARTED September 18, 1984	ESTIMATED COMPLETION DATE May 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 120	WORK DAYS USED CALENDAR DAYS USED 126
PROJECT AUTHORIZATION: $ 107,033	SPECIFIED COMPLETION DATE (b) May 31, 1985	PERCENT OF TIME ELAPSED 105
EXCLUSIVE OF ENGINEERING: $ 97,685	ENGINEERING AUTHORIZATION $ 9,348	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 88
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 97,685	ENGINEERING COST TO DATE $ 10,043	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 118 %	DATE PROJECT WAS COMPLETED: June 6, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.2	0.2			0.2
MILES PARTIALLY COMPLETED	0.2	0.2			0.2
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	576cy	732ton			175ton
TOTAL QUANTITIES CORRECTED TO DATE	576cy	834ton			175ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	200cy	745ton			187ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	1			0
HOURS PER SHIFT	0	8			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16692							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21				
MONDAY 22				
TUESDAY 23				
WEDNESDAY 24				
THURSDAY 25				
FRIDAY 26				
SATURDAY 27				

F CAE .... RECEIVED LS ...... TC ......
COE ..... OM ..... SA ...... CC ......
OE .... [illegible] FE ...... CP ......
CA .... FCC ......
CAM .... CONSTRUCTION GCS ....
EEO .... SECTION FILE ....

CONTRACT NO.: 9883

DATE: July 27, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	No activity
MONDAY 22	No activity
TUESDAY 23	No activity
WEDNESDAY 24	No activity
THURSDAY 25	No activity
FRIDAY 26	No activity
SATURDAY 27	No activity

REMARKS

No work this week.

SIGNED B.N. Hatcher LOCATION Ontario

B.N. Hatcher, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

[illegible]

213-1909

ORIGINAL

10-30-84

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM OR 97310

STATE OREGON

FEDERAL AID PROJECT NO. BROS-1300(5)

PROGRAM APPROVED

VOUCHER PERIOD From: 10-19-83 To: 7-31-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$20,424.41	$20,226.69	80%	$16,181.35	$16,181.35	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By ____________________ 10-30-84

CONTROLLER *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ____________________

Amount Approved $ ____________________

SIGN ORIGINAL COPY

____

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	SILVIES RIVER (HOTCHKISS LANE) BRIDGE SECTION COUNTY ROAD HARNEY COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$20,226.69	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$20,226.69	
	NON PARTICIPATING PROJECT COST					
	STATE (PE)	ALL REQUIRED			$ 197.72	
	TOTAL PROJECT COST				$20,424.41	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 11-1-84.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	213	1909	906	00	P 1	—	229. 70	~~598. 51~~	To 927
	213	1909	918	00	P 1	Location		378. 62	
	213	1909	921	00	P 1	—	791. 11	~~791. 11~~	To 929
	213	1909	922	00	P 1	Administrative services	42. 74	42. 74	481
	213	1909	923	00	P 1	Environmental Section	77. 03	77. 03	
	213	1909	926	00	P 1	Structural Foundation		4, 680. 11	
	213	1909	927	00	P 1	PREL Bridge Design	1, 719. 51	~~3, 216. 49~~	3815.00
	213	1909	929	00	P 1	PREL Specs	306. 28	~~306. 28~~	1097.39
	213	1909	937	00	P 1	Hydraulics	30. 11	518. 77	
			TOT	P1			5, 839. 91	20, 226. 69	
			TOT	N1				197. 72	
			** JOB TOTALS **			**	5. 839. 91 **	20, 424. 41 **	
STAGE RD @ KINGS HWY	CONT NO		FA PROJ NOS HES 000S006 100						
	215	1903	296	00	N 9			165. 37CR	STATE
	215	1903	298	00	N 9			165. 37	
	215	1903	905	00	P 1			82. 61	
	215	1903	918	00	P 1			3. 93	
	215	1903	920	00	P 1			97. 20	
			TOT	P1				183. 74	
			** JOB TOTALS **			**	**	183. 74 **	
S FORK LITTLE BUTTE CK BR	CONT NO		FA PROJ NOS BROS1500004 100						
	215	1911	296	00	N 9	1, 211. 66CR	10, 292. 54CR	25, 280. 00CR	STATE
	215	1911	298	00	N 9	1, 211. 66	10, 292. 54	25, 280. 00	
	215	1911	901	00	P 1	528. 58	1, 131. 76	14, 938. 60	
	215	1911	901	00	N 1			113. 48	
	215	1911	905	00	P 1	351. 56	3, 495. 86	3, 495. 86	
	215	1911	906	00	P 1		8. 10	8. 10	
	215	1911	909	00	P 1	599. 37	1, 564. 47	1, 564. 47	
	215	1911	910	00	P 1	154. 07	154. 07	993. 84	
	215	1911	914	00	P 1			168. 03	
	215	1911	918	00	P 1		748. 85	1, 606. 47	
	215	1911	920	00	P 1			40. 05	
	215	1911	926	00	P 1	187. 41	1, 116. 95	4, 614. 31	
	215	1911	927	00	P 1	3, 151. 76	8, 946. 32	8, 946. 32	
	215	1911	933	00	P 1			98. 33	
	215	1911	936	00	P 1			67. 07	
	215	1911	937	00	P 1		1, 418. 26	1, 675. 36	
	215	1911	950	00	P 1	272. 16	345. 32	676. 73	
			TOT	P1		5, 244. 91	18, 929. 96	38, 893. 54	
			TOT	N1				113. 48	
			** JOB TOTALS **			5, 244. 91 **	18, 929. 96 **	39, 007. 02 **	
ELK CR(DODES CR RD)BRIDGE	CONT NO		FA PROJ NOS BROS1500005 100						
	215	1912	296	00	N 9	1, 540. 89CR	5, 540. 35CR	5, 626. 41CR	STATE

801
BILLING NUMBER 24

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

12/20/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
206-1991	1	BROS-0600-004 APPR-114	20,800.00	5.91	5.91	80.00	4.73	4.73		
206-1993	1	BROS-0600-005 APPR-114	23,200.00	5.91	5.91	80.00	4.73	4.73		
206-1994	1	BROS-0600-006 APPR-117	20,640.00			80.00				
207-1930	1*	BROS-0700-003 APPR-117	8,150.30	10,187.87	10,187.87	80.00	8,150.30	8,150.30		
207-1932	1*	BHOS-0700-005 APPR-117	8,502.64	10,628.30	10,628.30	80.00	8,502.64	8,502.64		
207-1937	1	BROS-0700-006 APPR-117	21,040.00			80.00				
209-1902	1*	BROS-0900-005 APPR-117	12,106.37	15,132.96	15,132.96	80.00	12,106.37	12,106.37		
209-1903	1*	BROS-0900-004 APPR-117	16,930.54	21,164.07	21,163.17	80.00	16,930.54	16,930.54		
209-1917	1*	BROS-0900-006 APPR-117	4,501.51	5,626.89	5,626.89	80.00	4,501.51	4,501.51		
209-1920	1	RRS -3240-001 APPR-138	1,800.00	354.18	354.18	90.00	318.76	318.76		
209-1925	1	RRS -000S-025 APPR-138	1,800.00	142.55	142.55	90.00	128.30	128.30		
209-1929	1	BROS-0900-008 APPR-117	15,920.00	10,723.62	10,723.62	80.00	8,578.90	8,578.90		
209-1991	1*	SOS -0902-001 APPR-680	7,664.46	8,936.06	8,936.06	85.77	7,664.46	7,664.46		
210-1924	1	RRS -000S-021 APPR-138	1,800.00	92.13	92.13	90.00	82.92	82.92		
210-1938	1	BROS-1000-003 APPR-117	94,720.00	31,914.13	31,914.13	80.00	25,531.30	25,517.18		14.12
210-1939	1	BROS-1000-004 APPR-117	5,520.00	1,616.30	1,616.30	80.00	1,293.04	1,293.04		
211-1903	1	BROS-1100-001 APPR-114	19,200.00	3,172.73	3,172.73	80.00	2,538.18	2,538.18		
211-1999	1	PMS -000S-099 APPR-140	200.00	91.09	91.09	100.00	91.09	91.09		
212-1935	1	SP -B379-001 APPR-079		2,062.50	1,988.50	88.15	1,752.86		1,752.86 A	
213-1905	1*	BROS-1300-003 APPR-117	10,981.57	13,769.45	13,726.96	80.00	10,981.57	10,981.57		
213-1909	1*	BROS-1300-005 APPR-114	16,131.35	20,424.41	20,226.69	80.00	16,181.35	16,177.75	3.60 D	
215-1903	1	HES -000S-006 APPR-141	450.00	183.74	183.74	90.00	165.37	165.37		
215-1911	1	BROS-1500-004 APPR-117	25,280.00	39,007.02	38,893.54	80.00	31,114.83	25,280.00	5,834.83 B	
215-1912	1	BROS-1500-005 APPR-117	14,960.00	10,324.43	10,275.7	85.00	8,734.37	8,734.37		
215-1966	1*	RRP -000S-016 APPR-139	129.91	144.34	144.34	90.00	129.91	129.91		
215-1994	1	BROS-1500-003 APPR-117	15,500.00	18,848.83	18,848.83	80.00	15,079.06	15,079.06		

DESCRIPTION	CONT NO	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	211	1903	933	00	P 1	104.82	104.82	104.82	
			TOT		P1	1,121.76	3,172.73	3,172.73	
			** JOB TOTALS **			1,121.76 **	3,172.73 **	3,172.73 **	
GILLIAM CO PVMT MARK PROJ	CONT NO	FA PROJ NOS	PMS 003S099 100						STATE
	211	1999	296	00	N 9			91.09CR	
	211	1999	298	00	N 9			91.09	
	211	1999	905	00	P 1			91.09	
			TOT		P1			91.09	
			** JOB TOTALS **			**	**	91.09 **	
WICKIUP CR-JOHN DAY/BURNS	CONT NO	FA PROJ NOS	SR B379001 100						STATE
	212	1935	901	00	P 1	638.59	638.59	638.59	
	212	1935	918	00	P 1		6.90	6.90	
	212	1935	933	00	P 1	423.38	1,343.01	1,343.01	
			TOT		P1	1,061.97	1,988.50	1,988.50	
			** JOB TOTALS **			1,061.97 **	1,988.50 **	1,988.50 **	
FOLEY SLOUGH (FRY LANE) BR	CONT NO	* FA PROJ NOS	BROS1300003 100						STATE
	213	1905	296	00	N 9		234.01	13,447.56CR	
	213	1905	297	00	N 9		234.01CR	2,465.99	
	213	1905	298	00	N 9			10,981.57	
	213	1905	901	00	P 1			4,892.23	
	213	1905	901	00	N 1			3.40	
	213	1905	905	0J	P 1			714.43	
	213	1905	918	00	P 1			1,331.98	
	213	1905	920	00	P 1			111.80	
	213	1905	921	00	P 1		654.26CR	500.00	
	213	1905	922	00	P 1			48.08	
	213	1905	923	00	P 1			64.95	
	213	1905	926	00	P 1			4,336.01	
	213	1905	926	00	N 1			39.09	
	213	1905	926	01	P 1			118.03	
	213	1905	927	00	P 1			955.19	
	213	1905	929	00	P 1		654.26	654.26	
			TOT		P1			13,726.96	
			TOT		N1			42.49	
			** JOB TOTALS **			**	**	13,769.45 **	
SILVIES RIV(HOTCHKISS) BR	CONT NO	* FA PROJ NOS	BROS13C0005 100						STATE
	~~213~~	~~1909~~	~~296~~	~~00~~	~~N 9~~	~~544.80CR~~	~~5,008.24CR~~	~~16,177.75CR~~	
	~~213~~	~~1909~~	~~298~~	~~00~~	~~N 9~~	~~544.80~~	~~5,008.24~~	~~16,177.75~~	
	213	1909	901	00	P 1	~~Project~~ Project manager	2,038.26	7,810.96	
	213	1909	901	00	N 1	" "		197.72	
	213	1909	905	00	P 1	FINAL DESIGN	605.17	1,806.07	

9883

STATE COPY

TO BE COMPLETED BY FHWA		
10-234	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 10-22-84	STATE OREGON COUNTY HARNEY PROJECT NO. BROS-1300(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Silvies River (Hotchkiss Ln.) Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-84	0.009

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 107,033.00	$ 85,626.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator OCT 22 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 1, 1984

FEDERAL AID PROJECT NO. BROS-1300(6)

SILVIES RIVER (HOTCHKISS LANE) BRIDGE SECTION
COUNTY ROAD
HARNEY COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE #16692 (Sta. 9+00 to Sta. 12+00)

Mobilization	Lump Sum	All	Lump Sum	$ 5,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	600.00
Temporary Signs	Sq. Ft.	88	7.00	616.00
Temporary Barricades	Each	12	50.00	600.00
Toe Trench Excavation	Cu. Yd.	57	10.00	570.00
General Excavation	Cu. Yd.	576	6.00	3,456.00
Aggregate Base	Ton	643	15.00	9,645.00
3/4"-0 Aggregate Base	Ton	89	18.00	1,602.00
Class "C" Asphalt Concrete	Ton	175	54.00	9,450.00
Guard Rail, Type 2A	Lin. Ft.	88	17.00	1,496.00
Guard Rail, Type 3	Lin. Ft.	100	32.00	3,200.00
Guard Rail Anchors, Type 1	Each	1	350.00	350.00
Guard Rail Anchors, Type 1 Modified	Each	3	350.00	1,050.00
Rail End Pieces, Type B	Each	3	50.00	150.00
Rail End Pieces, Type C	Each	1	100.00	100.00
Extra for Asphalt Approaches	Each	5	75.00	375.00
Loose Riprap, Class 50	Cu. Yd.	103	15.00	1,545.00
Bridge Removal Work	Lump Sum	All	Lump Sum	4,000.00
Structure Excavation	Cu. Yd.	37	10.00	370.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	7,000.00
Furnish Concrete Piling	Lin. Ft.	272	17.00	4,624.00
Drive Concrete Piles	Lin. Ft.	272	5.00	1,360.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	5,000.00
Reinforcement	Lump Sum	All	Lump Sum	1,800.00
4' x 45'/50' Prestressed Slabs	Each	7	3,500.00	24,500.00
Metal Rail with Tubing	Lin. Ft.	113	40.00	4,520.00
				$ 92,979.00

ANTICIPATED ITEMS

Roadside Seeding, Mulching & Fertilizing	All Required	$ 500.00
	SUBTOTAL	$ 93,479.00
	Engineering	13,554.00
	TOTAL	$107,033.00

Length of Structure -------------- 0.009 mile

Federal Funds (80%) --	$ 85,626.00
County Funds ---	21,407.00
TOTAL	$107,033.00

Group 1: 100%
Contract No. 9883
Prefix: 213-1909 P.E.
Prefix: 213-1071

DDB:pf

9883

County Court *for* Harney County
P.O. BOX 1147
BURNS, OREGON 97720

September 7, 1984

Oregon State Highway Division
Highway Accounting Room 434
Transportation Building
Salem, Oregon 97310

Re: Silvies River (Hotchkiss Lane) Bridge

Gentlemen:

Enclosed is Harney County's advance deposit check of $21,400 for our share of the projected cost of the Silvies River (Hotchkiss Lane) Bridge project No. BROS-1300(6) in Harney County.

Sincerely,

Dale White
Dale White
Harney County Judge

DW:ed

Enclosure

cc: Gary Potter, Manager
Program Section

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ——
FA UNIT ------ PROGRAM UNIT ——
SEP 10 1984
REFER TO......Shultz
R/D —— ACT —— REPLY ——
DISC —— INFO ✓ FILE ——

#

August 30, 1984

PAD

The Honorable Dale White
Judge, Harney County Court
P.O. Box 1147
Burns, OR 97720

Dear Judge White:

SUBJECT: Silvies R. (Hotchkiss Ln.) Br.
Harney County
Project No. BROS-1500(6)

On August 28, 1984 the Highway Division received a satisfactory bid from Weaver Construction Co., P.O. Box 508, Union, OR 97883 for the subject project.

This is a Highway Bridge Replacement (HBR) Project, and as per our Agreement No. 7544 the County is requested to deposit their share of the project cost as computed below:

Contractor's Bid	$ 92,975.00
Anticipated Items	500.00
SUBTOTAL	$ 93,475.00
Contingencies (4 1/2%)	4,206.56
Engineering (10%)	9,347.90
TOTAL CONTRACT COST	$107,033.46
Less Federal Funds (80%)	(85,626.77)
COUNTY SHARE (20%)	$ 21,406.69
County's Share and Advance Deposit	$ 21,400.00

We will award the contract when we receive your advance deposit in the amount of $21,400, which should arrive no later than September 14, 1984. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

Received 9-10-84
CK

HKS:pf
Attachment
bcc w/AD #84-90: Roger Lang, Region 5
Vern Skoog-Please return completed AD #84-90 when advance deposit is received.

9843 2

SC

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1300(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Harney

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40016

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-1-84

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Silvies River (Hotchkiss Lane) Br #25A42-000-00205

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7-30-84 you are no authorized to proceed with actions necessary to advance to completion the physical construction proveded for by the above project at a total estimated cost of $110,500 Federal Funds $88,400 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
STATE HWY ENGR
AUG 3 '84
REFER TO
Potter
8/3 FOR

Info	Inves	R/D	D/R	Sign	Act	File

to orig

I accept the certification of Mr. Rod Henry date 7-26-84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 8/1/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

8

7-19-84

9883

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	July 19, 1984

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 … 65 Co. Rd., Approx. 2 mi S of Burns	ADT	PRESENT 100 15 DHV	FUTURE (66) (70) ----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon

STAT COD 4 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 … 62 One Structure	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 … 23 BROS	NUMBER 1300	SEQ. N (6)

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (Opt 20% Off System/On System)	COUNTY NAME Harney				CODE 025
	NAME OF URBAN AREA 17-31 ----	ROUTE NO. N	FEDERAL-AID Non	STATE Co. Rd.	U.S. ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16)	41	42	43 … 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) X080	(09)	"Silvies River (Hotchkiss Ln.) Bridge Sec.	0.057	110,500	88,400	-	22,100
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.057	110,500	88,400	-	22,100
1	14	PROGRAM APPROVAL DATES 10-1-83							(16) (23)	(24) (33)		

REMARKS
Additional Data: Item No. 40016; Pro
No. BROS-1300(5).

Key # 01969

-(

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NO.

July 19, 1984

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 2 mi S of Burns		100 15 DHV	----	----	10	Oregon	41	114	40016

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
e Structure								BROS	1300	(6)		

AL FUNDS
idge Replacement (Opt 20% Off System/On System)

AREA

COUNTY NAME: Harney CODE: 025

ROUTE NO.: N FEDERAL-AID: Non STATE: Co. Rd. U.S.: ----

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK					ESTIMATED PROJECT COST BY PHASES				
CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X080	(09)	"Silvies River (Hotchkiss Ln.) Bridge Sec.	0.057	110,500	88,400	-	22,100	
ARED BY: DRH			PROJECT TOTALS	0.057	110,500	88,400	-	22,100	

RAM APPROVAL DATES
10-1-83

01969

REMARKS
Additional Data: Item No. 40016; Project No. BROS-1300(5).

-Over

USCOMM DUSCOMM-DC 40005-P61

Remarks continued:

Project Data: Work under this project consists of 1) construct a reinforced concrete precast slab span bridge (No. 16692) length 48 ft. with horizontal clearance of 27 ft. 6 in.; 2) construct approaches requiring grade, drain and high-type pave to provide 2-12 ft. travel lanes with 2 ft. paved shoulders; 3) utility adjustments as required; and 4) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7944 complying with Section 116, Title 23 USC and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-19-83.

Notes:
1) This project is in Congressional District No. 2.
2) Included in 6 Yr. HIP on Page 122.
3) Included in the approved bridge replacement inventory list with a sufficiency rating of 27.3.

9883 Potter 7-18-84

INDEX OF SHEETS

SHEET NO	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan

PSD to be written

STATE OF

DEPARTMENT OF T

STATE HIGHWA

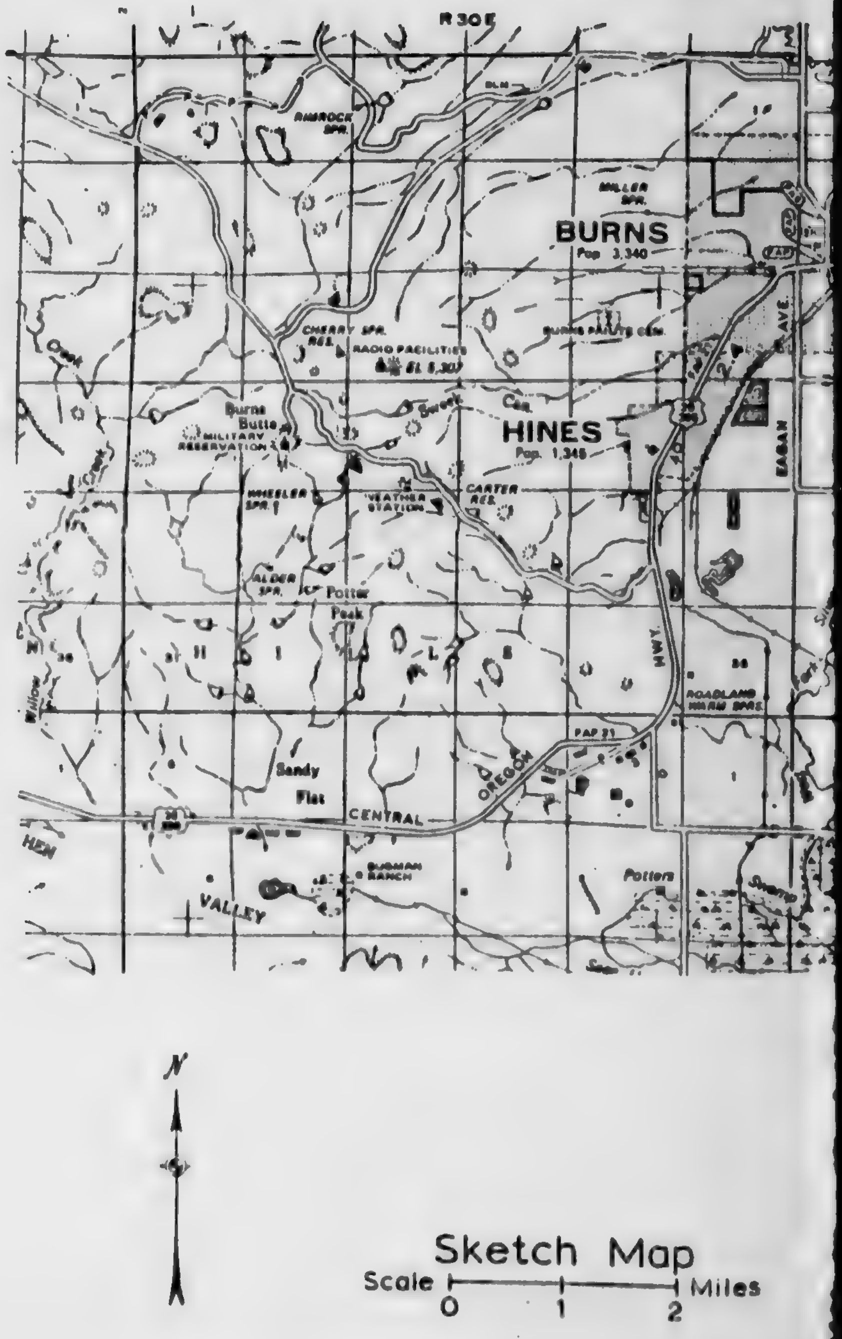
PLANS FOR PROPOS

SILVIES RIVER (HOTCHK

COUNTY

HARNEY CO

PRELIMINARY COPY
SUBJECT TO CHANGE


R 30 E
RIMROCK SPR.
BLM
MILLER SPR.
BURNS
Pop. 3,340
CHERRY SPR. RES.
RADIO FACILITIES
EL 5,307
BURNS PAIUTE CEM.
Creek
Burns Butte
MILITARY RESERVATION
Sweek Can.
HINES
Pop. 1,348
WHEELER SPR.
WEATHER STATION
CARTER RES.
ALDER SPR.
Potter Peak
HWY.
EAGAN
AVE.
ROADLAND WARM SPRS.
FAP 21
Willow
Sandy Flat
OREGON
CENTRAL
HEN
VALLEY
BUDMAN RANCH
Potters
N
Scale 0 1 2 Miles

Sketch Map

FORM NO 734-1701

Length 0.06 mi

SILVIES RIVER (HOTCHKISS LN.) BRIDGE SEC. COUNTY ROAD HARNEY COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

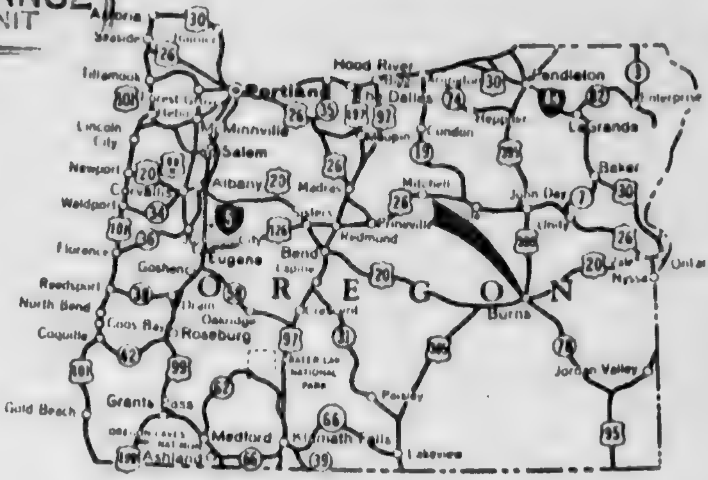
FOR PROPOSED PROJECT

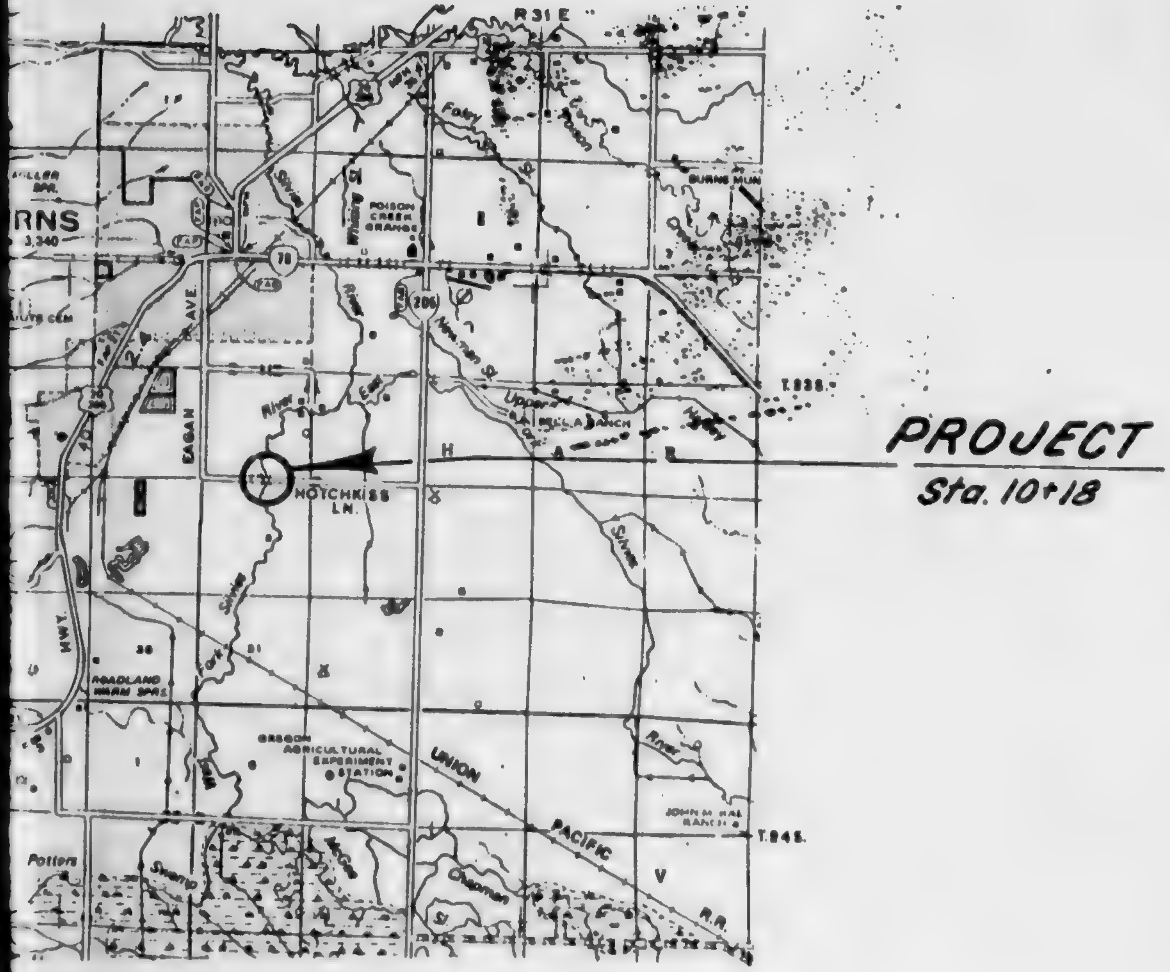
PRELIMINARY COPY
JUL 6 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OTCHKISS LN.) BRIDGE SEC.

COUNTY ROAD

HARNEY COUNTY


Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Portland
Hood River
The Dalles
Pendleton
Enterprise
Heppner
La Grande
Baker
McMinnville
Salem
Albany
Madras
Mitchell
John Day
Unity
Prineville
Redmond
Eugene
Bend
Burns
Ontario
Nyssa
Jordan Valley
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
CRATER LAKE NATIONAL PARK
O R E G O N
30
26
101
5
20
97
395
395
20
95
66
199


R.31 E
RNS
3,340
POISON CREEK GRANGE
Silvies
78
205
EGAN AVE.
River
HOTCHKISS LN.
Upper
T.23S.
Silvies
ROADLAND WARM SPRS
OREGON AGRICULTURAL EXPERIMENT STATION
UNION PACIFIC R.R.
T.24S.
Potters
Swamp
PROJECT
Sta. 10+18

Map
Miles
2

APPROVED BY

COUNTY OF Harney

Dale White
JUDGE OR CHAIRMAN

COMMISSIONER

COMMISSIONER

DATE 7-18-84

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

Section Silvies River (Hotchkiss Ln) Br. Sec. Programming Estimate $ ___

Highway County Rd Project Length —

County Harney Completion Time All work except paving 120 C.D
All work by 4-30-85

Kind of Work Grading Paving & Structure Est. Comp. Date April 30, 1985

Prefix 213-1909-921 Letting Date Aug 23, 1984 Project No. BROS-1300( )

Received 12:15
7-17-84
Ch

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 95,960.00

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished ___	
Roadside Seeding, & Mulching & Fertilizing . . .	500.00
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ___ hrs.)	
State Responsibility for Damages.	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Adjust Utilities:	

$ 500.00

Subtotal $ 96,460.00

Contingencies (4-1/2%) 4,340.70

Engineering (8, 9, [✓ 10%]) 9,646.00

Subtotal $ 110,446.70

Credit for ___ . . . .

Estimated Net Authorization, Construction . . . . $ 110,446.70

APPROVED

___
Road Design Engineer

Rev. 11/81

~~SUMMARY-BID SCHEDULE~~-COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Silvies River (Hotchkiss Ln.) Bridge Sec.
COUNTY Harney
SHEET 1 OF 2
KIND OF WORK Grading, Paving and Structure
KEY NUMBER
LENGTH -
DATE
NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 7-11-84 B					
	~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~ BID LETTING Aug 23, 1984					
	Mobilization					9,000.00
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	2,500.00
	Temporary Signs		Sq Ft	88	6.00	528.00
	Temporary Barricades		Each	2	70.00	140.00
	Temporary Concrete Barrier, Reflectorized		Lin Ft	75	16.00	1,200.00
	Flaggers (County to Close Road)		Hour	~~0~~	~~0~~	~~0~~
	ROADWORK					
	Toe Trench Excavation		Cu. Yd	57 ~~64~~	15-	855 ~~960~~
	General Excavation		Cu Yd	576	6-	3,456-
	Aggregate Base		Ton	643	10-	6,430-
	3/4"-0 Aggregate Base		Ton	89 ~~83~~	10-	890 ~~830~~-
	Class "C" Asphalt Concrete		Ton	175	45-	7,875-
	Guard Rail, Type 2A		Lin Ft	88	15-	1,320-
	Guard Rail, Type 3		Lin Ft	100	30-	3,000-
	Guard Rail Anchors, Type 1		Each	1	275-	275-
	Guard Rail Anchors, Type 1 Modified		Each	3	250-	750-
	Rail End Pieces, Type B		Each	3	60-	180-
	Rail End Pieces, Type C		Each	1	90-	90-
	Extra for Asphalt Approaches		Each	5 ~~4~~	100-	500- ~~400~~-
	Loose Riprap, Class 50		Cu. Yd	103 ~~89~~	20-	2,060 ~~1,780~~-

734-1736 (REV. 2-84)

~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

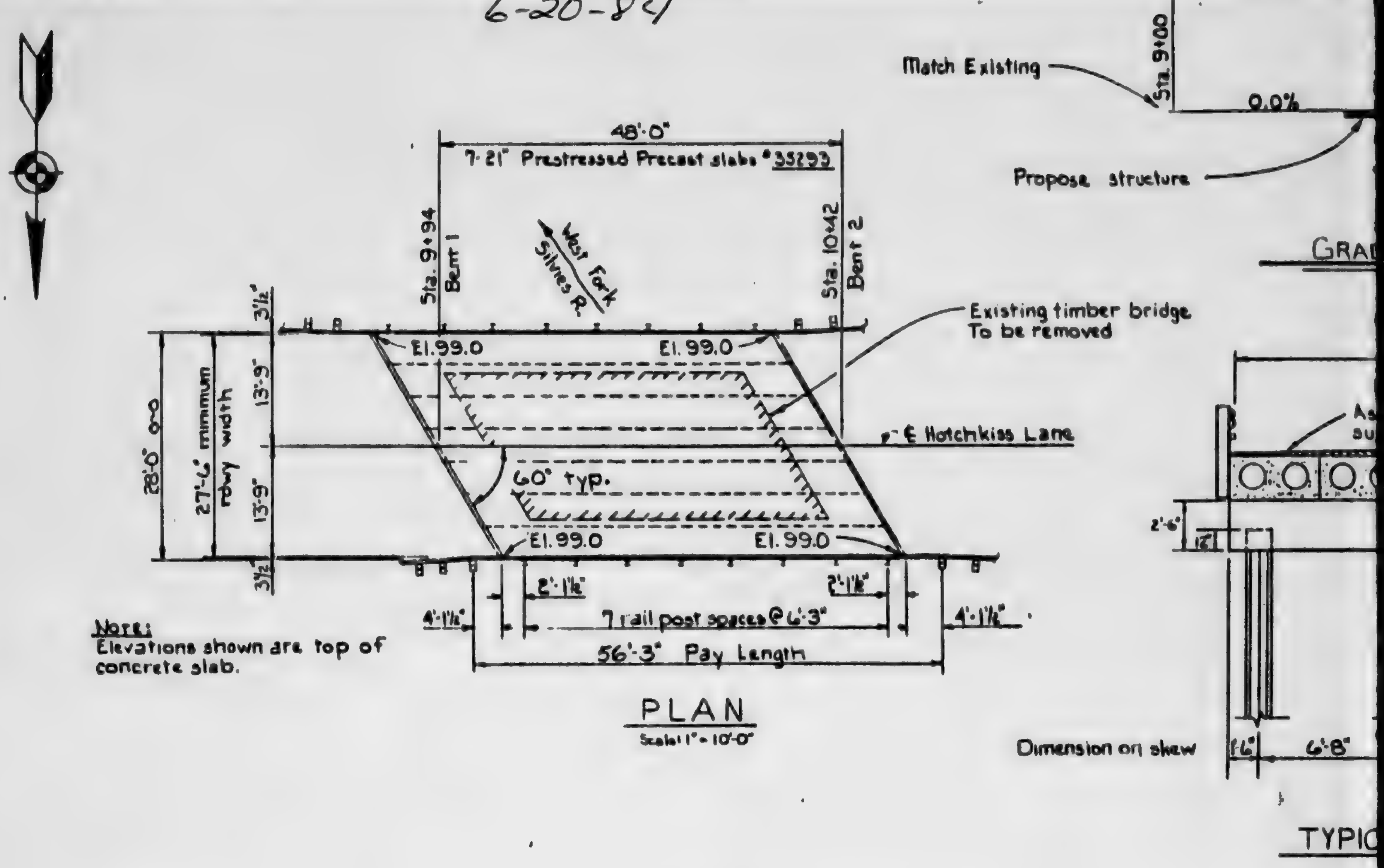
SECTION Silvies River (Hotchkiss Ln.) Bridge Sec.		COUNTY Harney	SHEET 2	OF 2
KIND OF WORK	KEY NUMBER	LENGTH —	DATE	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	Bridge Removal Work		LUMP SUM	All	LUMP SUM	3250.00
	Structure Excavation		CuYd	37 ~~42~~	15.00 ~~11~~	555 ~~462~~
	Furnish Pile Driving Equipment		LUMP SUM	All	LUMP SUM	10,000.00
	Furnish Concrete Piling		Lin Ft	272 ~~340~~	14.00 ~~12~~	3 808 ~~4,080~~
	Drive Concrete Piles		Lin Ft	272 ~~340~~	1.50	408.00 ~~510~~
	17 ~~18~~ CY @ 225/CY Structural Concrete, Class 3300		LUMP SUM	All	LUMP SUM	3,825 ~~4,050~~.00
	Reinforcement 2900 ~~3200~~# @ .50 ~~.45/#~~		LUMP SUM	All	LUMP SUM	1,450 ~~1,440~~.00
	4'×48'×$15/ft² + $350/mi × 260 mi 4'x 45'/50' Prestressed Slabs		Each	7	3790.00	26,530.00
	Metal Rail with Tubing		Lin Ft	113	45 ~~40~~.00	8,085 ~~4,520~~.00
						~~$95,536.00~~ 95,960.00

734-1736 (REV. 2-84)

9883

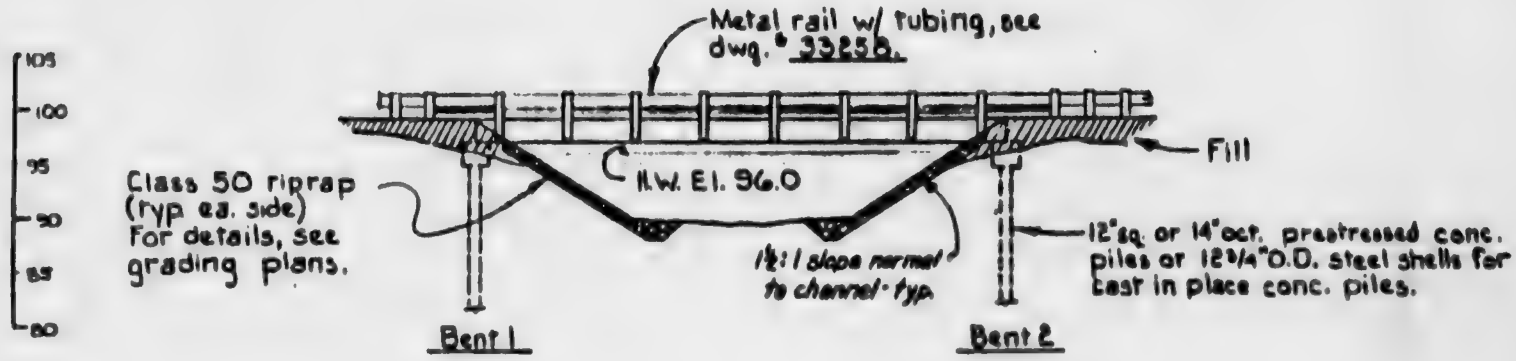
6-20-84


Match Existing
Sta. 9+00
0.0%
Propose structure
GRAD
48'-0"
7-21" Prestressed Precast slabs #35293
Sta. 9+94
Bent 1
West Fork Silvies R.
Sta. 10+42
Bent 2
3½"
28'-0" o-o
27'-6" minimum rdwy width
13'-9"
13'-9"
3½"
El. 99.0
El. 99.0
El. 99.0
El. 99.0
Existing timber bridge To be removed
℄ Hotchkiss Lane
60° typ.
2'-1½"
2'-1½"
4'-1½"
7 rail post spaces @ 6'-3"
4'-1½"
56'-3" Pay Length
As
su
2'-6"
1'6"
Dimension on skew
1'-6"
6'-8"
TYPIC

Note:
Elevations shown are top of concrete slab.

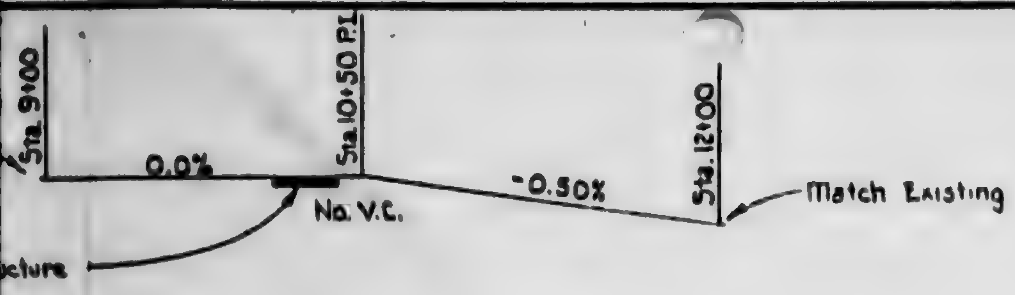
PLAN

Scale: 1" = 10'-0"

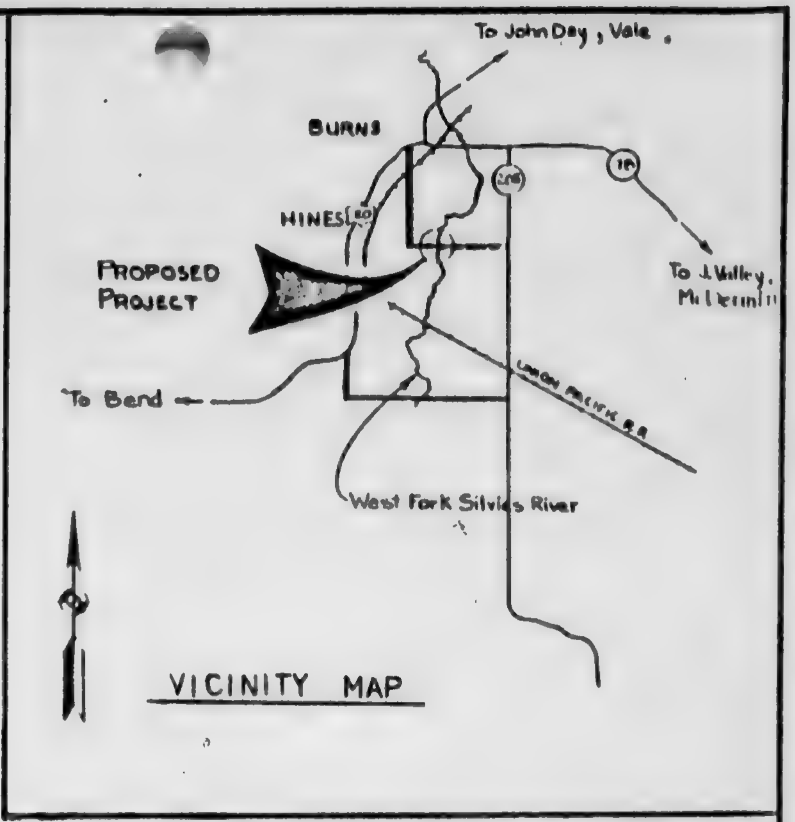

105
100
95
90
85
80
Metal rail w/ tubing, see dwg. # 33256.
Fill
℄
H.W. El. 96.0
Class 50 riprap (typ. ea. side) For details, see grading plans.
1½:1 slope normal to channel - typ.
12" sq. or 14" oct. prestressed conc. piles or 12¾" O.D. steel shells for cast in place conc. piles.
Bent 1
Bent 2

ELEVATION

Scale: 1" = 10'-0"

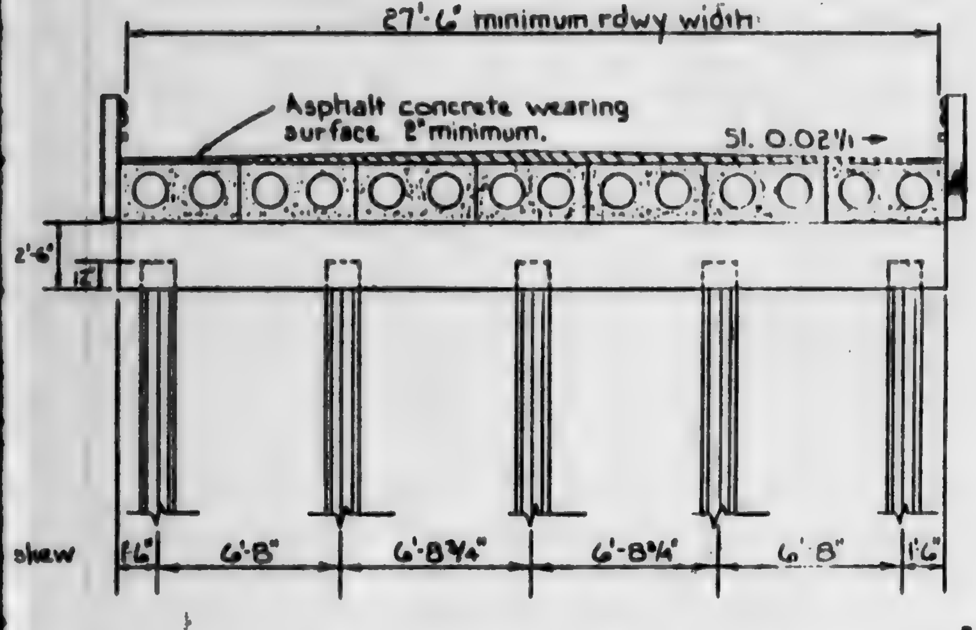

Sta. 9+00
0.0%
Sta. 10+50 P.I.
No. V.C.
-0.50%
Sta. 12+00
Match Existing
cture

GRADELINE DIAGRAM


To John Day, Vale
BURNS
HINES
20
395
78
PROPOSED PROJECT
To J. Valley, McDermitt
To Bend
Union Pacific R.R.
West Fork Silvies River

VICINITY MAP

ridge


27'-6" minimum rdwy width
Asphalt concrete wearing surface 2" minimum.
Sl. 0.02'/1
2'-6"
12"
skew
1'-6"
6'-8"
6'-8¾"
6'-8¾"
6'-8"
1'-6"

TYPICAL BRIDGE SECTION

Scale: ¼" = 1'-0"

HYDRAULIC DATA	Design Flood	Max. Flood
Discharge - cfs	440.	——
Frequency - yrs	——	——
H.W. Elevation	96.0	——

stressed conc.
steel shells for
piles.

APPROVED BY

COUNTY OF Harney

Dale White

JUDGE OR CHAIRMAN

COMMISSIONER

COMMISSIONER

DATE 6/20/84

ADVANCE PLANS
JUN 7 1984

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED: P.E.
BRIDGE ENGINEER
P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED SHG - TJS
DRAWN SHG - JSL
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

SILVIES RIVER (HOTCHKISS
LANE) BRIDGE
HARNEY COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE MARCH, 1984
BRIDGE NO. 16692
SHEET 1 OF
DRAWING NO. 39389

t

STATE OF OREGON **INTEROFFICE MEMO**

TO: Don Trout
Final Project Coordinator

DATE: June 12, 1984 DES 23
16692

FROM: O M Parent
Oliver M. Parent, P.E.
Principal Structural Design Engineer

Aug 23 Job

SUBJECT:
Silvies River (Hotchkiss Lane) Bridge
Silvies River (Hotchkiss Lane) Bridge Section
Hotchkiss Lane (County Road)
Harney County
BR 16692

Attached are 26 reduced prints of Drawing 39389 and 7 reduced prints of Drawing 39124 which are the preliminary plan and elevation and vicinity map for the subject structure. These are being forwarded for your submittal to the Division of State Lands.

The following should be of special interest:

	YES	NO	QUANTITY
Riprap	X		90 CU.YD.
Channel Change		X	
Fill in Waterway	X		40 CU.YD.
Excavation in Waterway	X		100 CU.YD.

TJS:jrb

Attachment

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
JUN 12 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: April 2, 1984

David W. Bryson

FROM: David W. Bryson
Hydraulics Engineer

SUBJECT: Silvies River (Hotchkiss Lane) Bridge
Hotchkiss Lane
Harney County

Versteeg
Anderson
Adams
Liscnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 5 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

The proposed project replaces a 36-foot long single-span timber bridge.

HYDROLOGY

Silvies River is a tributary stream of Malheur Lake. The project site is located on the West Fork, approximately one mile downstream of the river's bifurcation into the West and East Forks. Although stream gage data is available upstream of the bifurcation, the peak discharge vs. recurrence interval relationship for the project site is impossible to obtain without a detailed topographic survey where the river bifurcates into the West and East Forks. In other words, there is not enough information to determine the flow distribution into each fork of the river. A highwater observation of 96.0 feet (assumed datum), however, was obtained from an adjacent land owner. By using Manning's equation, a discharge of 440 cfs was computed to correspond with the observed highwater.

Kerry Landers, Harney County Roadmaster, was contacted and to his knowledge water has not overtopped the roadway. Although the channel does freeze during the winter, ice floe is not a problem.

HYDRAULIC DESIGN

The computed discharge of 440 cfs was chosen as the design flood. The corresponding design high water elevation is 96.0 feet.

The existing bridge was analyzed and was found to create approximately 0.1 feet of backwater during the design flood. Since the existing structure has had no hydraulic problems, the replacement structure should provide at least the existing waterway area of 110 square feet. This waterway area is normal to the stream and below elevation 96.0 feet.

The suggested minimum bottom of the beam elevation is 97.0 feet. A single-span bridge is the preferred structure type.

81-123-1387

Silvies River (Hotchkiss Lane) Bridge
Hotchkiss Lane
Harney County
April 2, 1984
Page 2

RIPRAP

Any fresh embankment slopes subject to the design highwater should be protected with a 12-inch thick blanket of Class 50 loose riprap. No filter blanket is required for this protection.

DWB:ge
Attachment

cc w/att Frank Terpin
Walt Hart
Jack Davis
Don Adams
Bob Hector
Gary Potter
Herb Schell, FHWA

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR ( )
Discharge	cfs	440			
	m³/s				
Frequency —yrs.		N.A.	100		
H.W. Elevation Natural Channel	ft.	96.0			
	m.				
H.W. Elevation Channel Change	ft.	—			
	m.				
Average Velocity	fps	4.0±			
	mps				
Headwater Elevation	ft.	—			
	m.				
Tailwater Elevation	ft.	—			
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Silvies River (Hotchkiss Lane) Bridge
Hotchkiss Lane
Harney County

COMPILED BY: Natsuko Kibe

DATE: April 4, 1984

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

In Reply Refer to
File No.:

June 12, 1984

PROGRAM SECTION
JUL 9 '84

Manager	
Resource Unit	
Project Unit	✓
Program Unit	

REFER TO
Circle one R/D D/R
Act Disc [✓ Info] [✓ File]

Shultz ←

The Honorable Dale White
Judge, Harney County Court
P. O. Box 1147
Burns, Oregon 97720

Re: Silvies River (Hotchkiss Lane)Bridge Section
Hotchkiss Lane
Bridge # 16692
HBR Off-System Project

Dear Judge White:

Enclosed are three copies of drawing numbers 39389 and 39124 which are the preliminary plan/elevation and vicinity map for the above subject project.

Our present estimate of cost is as follows:

Roadwork	$36,600
Structure	58,400
Engineering & contingencies	19,000
Total estimated cost:	$114,000

This estimate is about $10,000 less than the reconnaisance estimate. Our present schedule calls for opening of bids on August 23, 1984.

Please examine the plans carefully and if found to be acceptable, present them to the Court for signature. After the plans have been signed, return two copies to me for further processing.

Do not hesitate to contact Barry Hatcher, or myself, if you should have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/lm

Enc.

cc: Gary Potter ✓
W. J. Hart
Barry Hatcher w/enc.

734-1839

9223

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

5-2-84

Highway # 2013
Harney Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-1300(s) Prefix 213-1909

Project Name Silvies R. (Hotchkiss Ln.) Br. #25AA2

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
MAY 2 1984
MAN. ASST. ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at BURNS, Oregon, this 2 day of MAY, 1984

County of HARNEY

County Judge/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 5-21-84

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

7.8.83 8

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section:	Silvies River (Hotchkiss Lane) Bridge	Date	March 21, 1984
Highway:	County Road, Hotchkiss Lane	Twenty year Traffic Coefficient	6.0
County:	Harney	18 kip EAL's per day	9
Prefix:	213-1909	R Value	5
Project Manager:		Frost Penetration	30"
		CBE Total Requirement	20.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	A.C., Class "C"	6.0"
2.0"	Aggregate Leveling	2.0"
12.0"	Aggregate Base	12.0"
17.0"		20.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

A Section utilising A.C. and Aggregate base is recommended since this is a short project involving approaches to new structure. Also, this type section is best suited for matching the existing roadway and meets one-half frost depth requirement.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Section ✓

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
[illegible]
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________
FOR ________________________

9823 C 2-7-84

SILVIES RIVER (HOTCHKISS LANE) BR.
Hotchkiss Road
Harney County

Narrative Report of Survey

The purpose of this project is to remove a substandard deteriated timber bridge and install a new 28 foot wide reinforced concrete structure. The construction site is approximately 2 miles from the City of Burns, Harney County, where Hotchkiss Road crosses the Silvies River.

The Silvies River is a natural stream which meanders through the Burns Valley with a slow rate of flow. High water elevation at the structure is 96' assumed, obtained from the property owner adjacent to the structure. No serious erosion is evedent at the structure.

The existing bridge is a single span timber through truss structure 18 feet wide and 36 feet long. A note showing the components of the structure is included in the notebook. Harney county does not plan to salvage any of the existing materials

No additional Right-of-Way will be required to construct the new structure. The county has agreed that the road may be closed during the construction of the bridge.

No utilities will be effected by this project.

Unit prices for the estimate were obtained from Bruce Walton of Construction branch and Jim Chidsey of Bridge Design.

All Rock and asphalt material should be considered commercially obtained.

Foundation data to be submitted when obtained.

For: P.F.Burnett
Project Manager

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section Silvies River (Hotchkiss) Ln. Highway Hotchkiss Ln County Harney

Assigned By Al Hansen Designer Karen Malmberg Date Feb. 7, 1984

Directions Review project location data

Narrative By Designer Reviewed and compared submitted data with Designer's Checklist for completeness and accuracy. Project manager's narrative adequately reflects the project's scope and intent.

Copies of pertinant data was given to Hydraulics for study. Surfacing design will be reviewed. ok by phone from Scofield

Cross sections were extended to reflect 18 ft. subgrade typical section, thus decreasing project excavation by a small amount.

Small calculation errors were corrected for Toe Trench, Rip Rap and Aggr. Leveling quantities.

9823

8

County Court *for* Harney County
P.O. BOX 1147
BURNS, OREGON 97720

November 23, 1983

Mr. Gary A. Potter, Manager
Program Section
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Silvies River (Hotchkiss Lane) Bridge
#25442

Dear Mr. Potter:

Enclosed, in response to your letter of November 3, 1983, is our check in the amount of $4,000 representing Harney County's advance deposit for the above cited bridge project No. BROS-1300(5).

Sincerely,

Dale White
Dale White
Harney County Judge

DW:ed

Enclosure

Rec'd by Karen M. Adams
11/28/83

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
NOV 2[illegible] 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________
FOR ________________________

8

November 3, 1983

PRO-ACC

Harney County Court
Courthouse
Burns, OR 97720

Attn: Honorable Dale White
Harney County Judge

Re: Silvies R. (Hotchkiss Lane) Br. #25442

Gentlemen:

The Federal Highway Administration has approved the preliminary engineering (P.E.) for this bridge project No. BROS-1300(5). The County's share of these P.E. costs, and the County's advance deposit will be:

Total P.E. Costs	$25,500
Federal Share	20,400
State Share (Bridge Design)	1,100
County Share of Costs	$ 4,000

Please send in your $4,000 advance deposit according to one of the methods on the attached sheet.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

HR:pf
Attachment

bcc W/AD # 83-104: Roger Lane, Region 5
Vern Skoog - Please return the completed AD #83-104 when the advance deposit is received.

9883

CCN 17-1
[illegible]

October 24, 1983

Harney County Court
450 N. Buena Vista
Burns, OR 97720

AGR 4

Attention: Avel Diaz
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7944

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for a Bridge Replacement Project on the Silvies River (Hotchkiss Lane) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Att.

bc: Gary Potter (agree. attached)

9883
nig

CON 19-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1300(5) [illegible]

2. STATE PROJECT NO. See below

2A. COUNTY NAME Harney

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40016

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-83

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

SILVIES RIVER (HOTCHKISS LANE) BRIDGE SECTION #25442

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $25,500; FF $20,400.

13. REMARKS

As requested by Mr. Swan's PEA dated October 5, 1983. Project is subject to FHWA field Review.

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 10/25

14. DATE 10-19-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9883

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANS[illegible]TATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd., Approx. 2 mi. S. of Burns "Silvies Riv. (Hotchkiss Lane) Br. Sec."	114	40016	BROS-1300(5)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Harney Code 025

A-95 Review:

State Cl. Ho.......... Exempt X Date Approved ____

Dist. 14 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 9-21-83

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2 .

(2) ____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 25,500
FF 80%	$ 20,400
STATE	$ 1,100
Co.	$ 4,000

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:
1) Enclosed is a copy of Authority for Survey and sketch map.
2) Included in the approved bridge replacement inventory list with a sufficiency rating of 27.3.

CL:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-5-83	ORIGINAL SIGNED BY GARY A. POTTER D.E. SWAN	PROJECT UNIT ENGINEER

7-[illegible]

PROJE PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Harney

SECTION Silvies River (Hotchkiss Lane) Bridge

REGION 5

SURVEY AUTHORITY Co Rd

AUTHORIZATION NO. 1

PREFIX 213-1909

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 7,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		7,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN		4,000	929 Free Br. Specs.		1,500
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES					

TOTALS	$	$ 25,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS-1300(5)

LOCATION ENGINEER'S REMARKS

This project 100% local match.

County requests free bridge design/specifications as defined by Oregon Revised Statutes.

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

[illegible] 9-3-5 Molly

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER	DATE 8/12/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Versteeg for	DATE 9-28-83
RECOMMENDED, LOCATION ENGINEER X	DATE 9/22/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
REGION	5

SECTION: Silvies River (Hotchkiss Lane) Bridge

STATE HIGHWAY # N/A	HIGHWAY NAME County Road	MILE POST FROM TO	LENGTH 0.1 mi ±
☐ URBAN ☒ RURAL	CITY	COUNTY Harney	ROAD/STREET NAME Hotchkiss Lane
ROUTE # N/A	FEDERAL AID # OFF SYSTEM	APPLICANT (IF OTHER THAN STATE) Harney County	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 25.5 ~~18~~	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY	$ 5	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 15	STRUCTURES (✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 70	SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 4			RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 36 ~~34~~	DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION	$ 125 ~~119~~	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 155.5 ~~142~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE HBR OFF SYSTEM	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	50-100	
YEAR OF AVERAGE DAILY TRAFFIC	est. 1983	

DEFINE THE PROBLEM

Existing "A" frame timber structure is failing and will not carry legal loads. Structure appears on National Inventory of deficient bridges with SR of 27.3.

PROPOSED SOLUTION

Construct prestressed reinforced concrete bridge. Widen roadway as required. County requests 28 foot wide bridge.

REQUESTED, REGION ENGINEER	DATE 8/12/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

X

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Silvies River (Hotchkiss Lane) Bridge

REGION 5

PROJECT JUSTIFICATION

Replacement of this structure has been a long standing priority of the County Court. Temporary repairs have kept the bridge open at a reduced level of service.

The structure is listed on the National Inventory of deficient bridges and is included in the FY 1984 OFF SYSTEM HBR Program. Detour may be required.

This project is consistent with the County's program of bridge replacement.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART . - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 5

SECTION Silvies River (Hotchkiss Lane) Bridge

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS					
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S		
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N		
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N		
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)		NEW (#)	

RIGHT-OF-WAY				UTILITIES	N (LIST BELOW)
ACQUISITIONS		RELOCATIONS		COMPANIES	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)		
RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	
				DESIGN SPEED 50	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1			12	×	12			1				
				2			12		12			2				

PROPOSED (MINOR SHOULDER WIDENING)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Shoulder widening	14" crushed	rock			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	50	28	70,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Silvies River (Hotchkiss Lane) Bridge

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS
No right-of-way acquisition is anticipated if the road is closed during construction. Closure of the road is currently being explored. If a detour is required, then less than one acre would be required and the County will attempt donation R/W.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN
None. The road has previously been improved and widened and the bridge replacement (while a separate project) would complete the reconstruction of this section. The project is consistent with the County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY
The existing structure is badly deteriorated and failing and only temporary repairs have kept the bridge open at reduced levels of service. The project would improve safety and allow use by larger agricultural equipment. Traffic volumes and flow patterns would not be altered.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES
Little or no adverse impact as no in-stream construction is anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES
None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES
None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

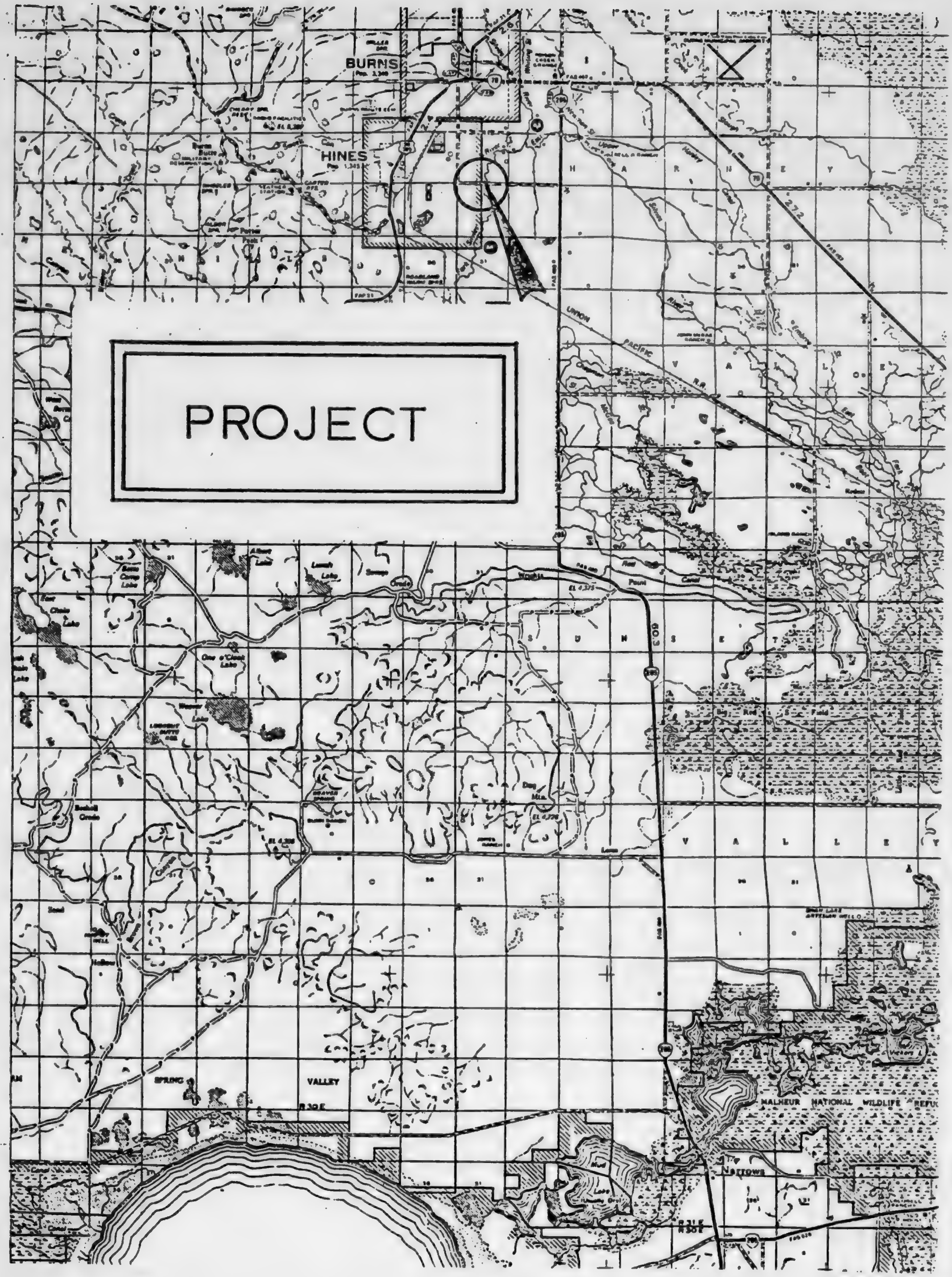
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement requiring at most only minor right-of-way acquisition (less than 1 acre for construction detour, if required No other adverse human or physical impact are anticipated. Recommended project classification is Class 2 (Categorical Exclusion).

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	September 21, 1983


BURNS
HINES
HARNEY VALLEY
UNION PACIFIC R.R.
PROJECT
SUNSET VALLEY
SPRING VALLEY
MALHEUR NATIONAL WILDLIFE REFUGE
Narrows

9883

CON 19-1
Silvies R

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 2, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Silvies River (Hotchkiss Lane) Bridge
Hotchkiss Lane
Harney County
BROS-1300(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

for Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
September 23, 1983

CONCUR

for 9/21/83
Division Administrator Date
[illegible]

CMG:lm

Attachments (4)

cc:
- J. B. Boyd (3)
- J. H. Versteeg (4)
- L. E. George (2)
- G. A. Potter
- Keats Oliver
- W. J. Hart
- C. T. Keasey
- F. E. Terpin
- Local Programs Unit
- Cost & Records Spec
- Surfacing Design
- General Files
- Bob Hector
- John Preston
- Vernal Moore
- Dale Hiatt

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Silvies River (Hotchkiss Lane) Bridge

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

No right-of-way acquisition is anticipated if the road is closed during construction. Closure of the road is currently being explored. If a detour is required, then less than one acre would be required and the County will attempt donation R/W.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. The road has previously been improved and widened and the bridge replacement (while a separate project) would complete the reconstruction of this section. The project is consistent with the County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing structure is badly deteriorated and failing and only temporary repairs have kept the bridge open at reduced levels of service. The project would improve safety and allow use by larger agricultural equipment. Traffic volumes and flow patterns would not be altered.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact as no in-stream construction is anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

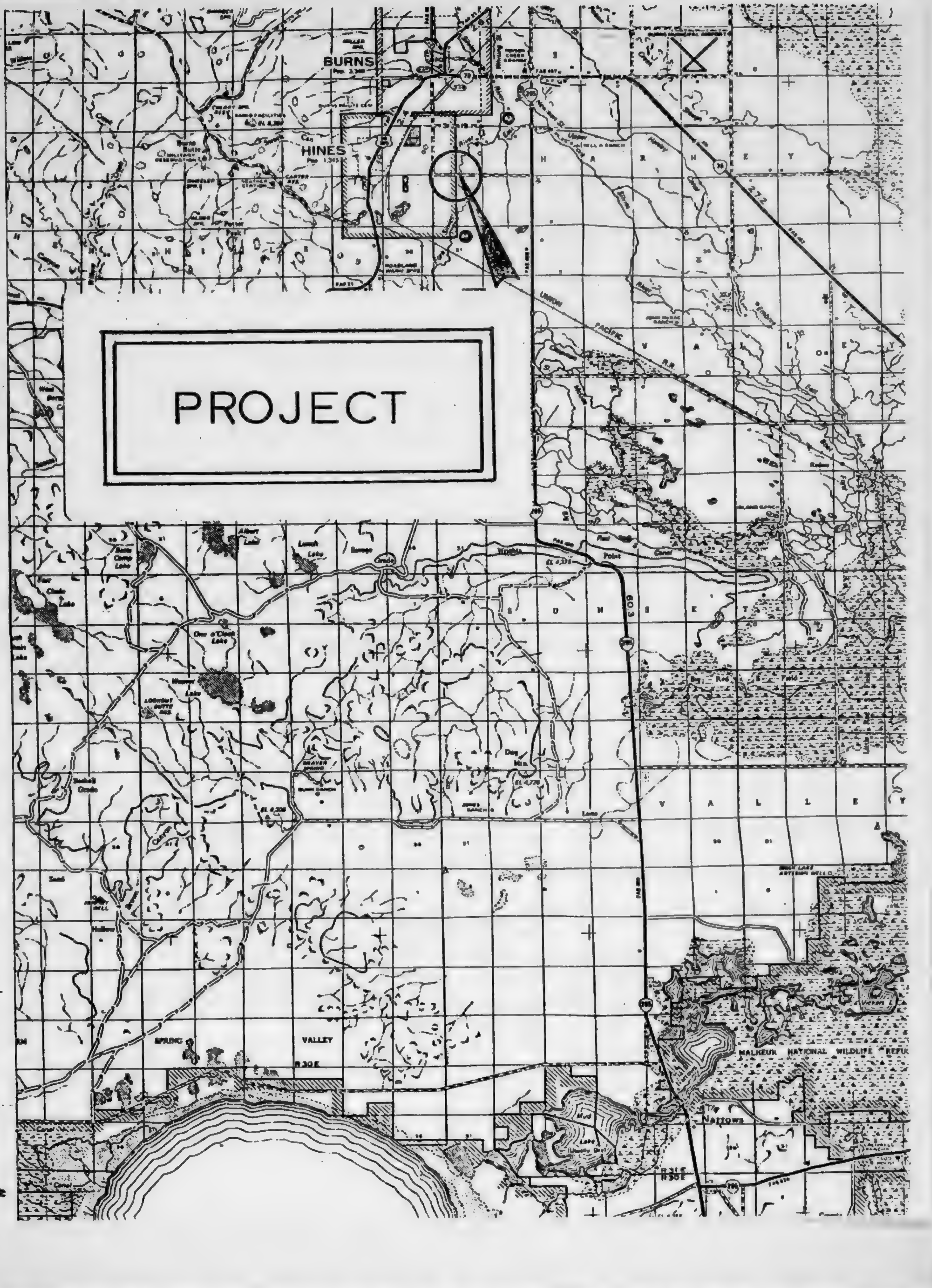
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement requiring at most only minor right-of-way acquisition (less than 1 acre for construction detour, if required No other adverse human or physical impact are anticipated. Recommended project classification is Class 2 (Categorical Exclusion).

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	September 21, 1983

734-1013 (7-80)


PROJECT
BURNS
Pop. 3,390
HINES
Pop. 1,345
Burns Butte
Military Reservation
Radio Facilities
Carter Res.
Weather Station
Alder Spr.
Potter Peak
Roadland
FAP 21
Upper
Hanley
Silvies River
UNION PACIFIC R.R.
H A R N E Y
V A L L E Y
272
78
395
60.3
Wrights Point
El. 4,375
Red Rock Canal
S U N S E T
Big Red Field
Island Ranch
Alkali Lake
Lynch Lake
Grade
Cow Lake
One o'Clock Lake
Weaver Lake
Lookout Butte
Dog Mtn.
El. 4,770
Beaver Spring
Sodhill Grade
El. 4,300
Sand
Hollow
V A L L E Y
SPRING VALLEY
R30E
R31E
MALHEUR NATIONAL WILDLIFE REFUGE
Mud Lake
Narrows
Canal

9883

Con 1921
Silvies R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H. S. Coulter
State Highway Engineer

DATE: August 16, 1983

FROM: for Gary A. Potter, Manager
Program Section

SUBJECT: Project Request Changes
Highway Bridge Replacement and
Rehabilitation (HBR)
Local Government Projects

The following changes in our authorization letter dated August 2, 1983 need to be made:

Harney County: Name should be Silvies River not Sylvies River. The total cost of the project is correct as shown in the original authorization, but the Federal share should be $120,000 instead of the $12,000.

Umatilla County: The number of the bridge should be #10464 not #10463.

I request your approval of these changes.

H S Coulter
State Highway Engineer

Date 8-19-83

HR:pf

8-22
orig. to [illegible]
cy Potter
file

RECEIVED
STATE HWY ENGR
AUG 16 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1307

9583

8

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operations Programming Engineer

DATE: August 12, 1983

SUBJECT: HBR Project Request
Project Prospectus, Part 1, 2 and 4

Enclosed is Federal Aid Project Request submitted by Harney County and Project Prospectus, Parts 1, 2 and 4 prepared by this office for the following structure:

BRIDGE	HIGHWAY	ROAD NAME	BRIDGE NUMBER
Silvies River	County Road	Hotchkiss Lane	25A42

Part 3, Project Environmental Classification, is in the process of being compiled and will be forwarded upon completion.

This project is listed in the FY 1984 HBR Program. Please take the necessary steps to draw up the required agreement.

Roger C Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.
cc: The Hon. Dale White
Harold Brainerd
P. F. Burnett
John Preston

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________ ✓
AUG 15 1983
MAN. ASSIST. ________ PROGRAM UNIT ________ ✓
REFER TO ____________________
[illegible]

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Silvies River (Hotchkiss Lane) Bridge	REGION 5

STATE HIGHWAY # N/A	HIGHWAY NAME County Road	MILE POST FROM TO	LENGTH 0.1 mi ±
☐ URBAN ☒ RURAL	CITY	COUNTY Harney	ROAD/STREET NAME Hotchkiss Lane
ROUTE # N/A	FEDERAL AID # OFF SYSTEM	APPLICANT (IF OTHER THAN STATE) Harney County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 18	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY		$ 5	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 15		STRUCTURES (✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 70		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 34		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 119	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 142				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84	RECOMMENDED FUNDING SOURCE HBR OFF SYSTEM	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	50-100	
YEAR OF AVERAGE DAILY TRAFFIC	est. 1983	

DEFINE THE PROBLEM

Existing "A" frame timber structure is failing and will not carry legal loads. Structure appears on National Inventory of deficient bridges with SR of 27.3.

PROPOSED SOLUTION

Construct prestressed reinforced concrete bridge. Widen roadway as required. County requests 28 foot wide bridge.

REQUESTED, REGION ENGINEER	DATE 8/12/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 8-3-83	PROGRAM YEAR	FUNDING

X

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

	KEY ID #
SECTION Silvies River (Hotchkiss Lane) Bridge	REGION 5

PROJECT JUSTIFICATION

Replacement of this structure has been a long standing priority of the County Court. Temporary repairs have kept the bridge open at a reduced level of service.

The structure is listed on the National Inventory of deficient bridges and is included in the FY 1984 OFF SYSTEM HBR Program. Detour may be required.

This project is consistent with the County's program of bridge replacement.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Silvies River (Hotchkiss Lane) Bridge

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95		SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED: 50

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1			12	×	12			1				
				2			12		12			2				

PROPOSED (MINOR SHOULDER WIDENING)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Shoulder widening	14" crushed	rock			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	50	28	70,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION Silvies River (Hotchkiss Lane) Bridge	KEY ID#
	REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT	200	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	7,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200		932 RAILROAD & UTILITIES					

	TOTALS $	$
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

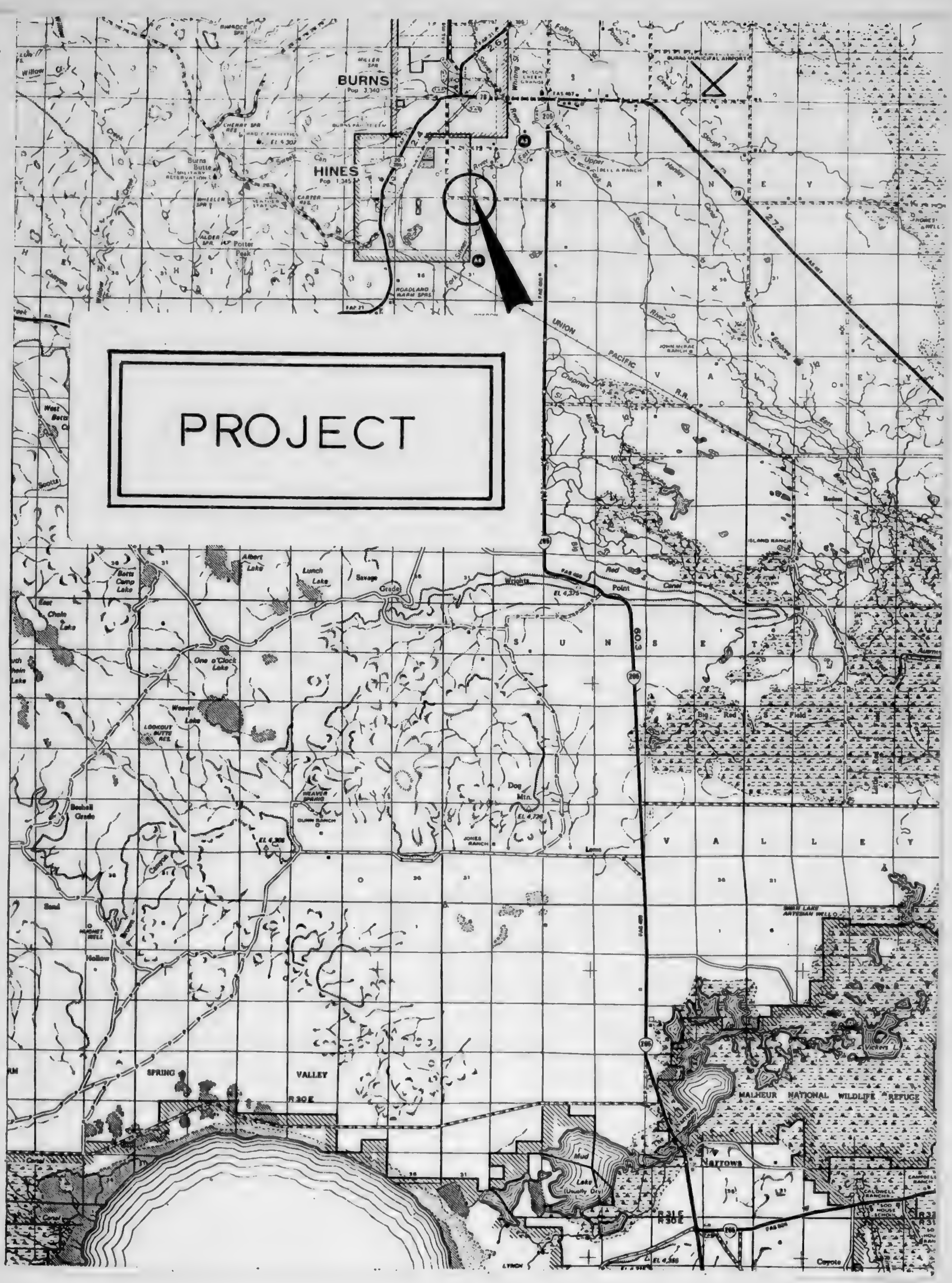
LOCATION ENGINEER'S REMARKS

This project 100% local match.

County requests free bridge design/specifications as defined by Oregon Revised Statutes.

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER	DATE 8/12/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)


PROJECT
BURNS
Pop 3,340
HINES
Pop 1,345
BURNS MUNICIPAL AIRPORT
Burns Butte
MILITARY RESERVATION
Potter Peak
ROADLAND WARM SPRS
UNION PACIFIC R.R.
H A R N E Y
V A L L E Y
JOHN McRAE RANCH
ISLAND RANCH
Albert Lake
Lunch Lake
Savage Grade
Wrights Point
Red Canal
Betts Camp Lake
East Chain Lake
One o'Clock Lake
Weaver Lake
LOOKOUT BUTTE RES.
S U N S E T
Big Red Field
Dog Mtn.
WEAVER SPRING
JONES RANCH
Bosball Grade
Sand Hollow
SPRING VALLEY
R 30 E
V A L L E Y
MALHEUR NATIONAL WILDLIFE REFUGE
Mud Lake (Usually Dry)
Narrows
R 31 E
R 30 E
SOD HOUSE SCHOOL
CALDWELL RANCH
Coyote
LYNCH
EL 4,360
EL 4,375
EL 4,726
Willow
Chapman
East
Upper

[illegible] 8

FEDERAL AID PROJECT REQUEST

Date August 3, 1983

Applicant Agency HARNEY COUNTY

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR Off-System

Federal Aid Route No. ____ Route Name Hotchkiss Lane

Project Name Silvies River (Hotchkiss Lane) Bridge Section

Project Length 0.1 Mile Project Location (Attach sketch map)

Project Description Remove existing structure, contruct prestressed reinforced concrete slab span structure, widen roadway as required to meet new structure

Average Daily Traffic 50 - 100 Design Speed 50

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 ft. Travel Lanes 2 Shoulders 1 ft.

Medians ____ Parking ____

Sidewalks None

Remarks None

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 ft. Travel Lanes 2 Shoulders 2 ft.

Medians None Parking ____

Curbed None Length Curb Radii ____

Sidewalk/Bikeway No, rural location does not warrant cost

Remarks Taper roadway to meet existing roadway width 200 ft. each side of bridge

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks If detour is required County will attempt to obtain donation R/W. If unsuccessful County will request reimbursement.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Silvies River (Hotchkiss Lane) Br. No. 25A42

Type Timber A frame

Approach Roadway Width 22 ft. Shoulder Width 3 ft.

Length 41 ft. Width 19.5 ft.

To remain in place? No

2. Proposed Structure:

Location Silvies River (Hotchkiss Lane)

Approximate Size: Length 50 ft. Width 28 ft.

Are sidewalk/bikeways desired: No, rural location does not warrant cost

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Possibly the route may be closed during construction. Will be determined during P. E. phase of project.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad______

   Existing Crossing Protection______

2. Will existing railroad crossing be altered?______

   Remarks______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Hon. Dale White, County Judge Office
2.	Environmental	" " " " " Office
3.	Public Hearing	" " " " " Office

Remarks Minimal action plan requirements anticipated for this project.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: Attempt to obtain donation R/W if required. (Detour)

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 15,000.00
Right-of-way costs (if participating)	5,000.00
Traffic control	
Illumination	
Structures	70,000.00
Railroad	
Other 40% Engineering & Contingencies	34,000.00
Preliminary engineering	18,000.00
PROJECT TOTAL	$ ~~142,800.00~~ 142,800.00 RCL

Remarks County requests free bridge design/ specifications as defined by Oregon Revised Statute. County also requests an August bid letting so as not to interfere with farming operation in the area.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

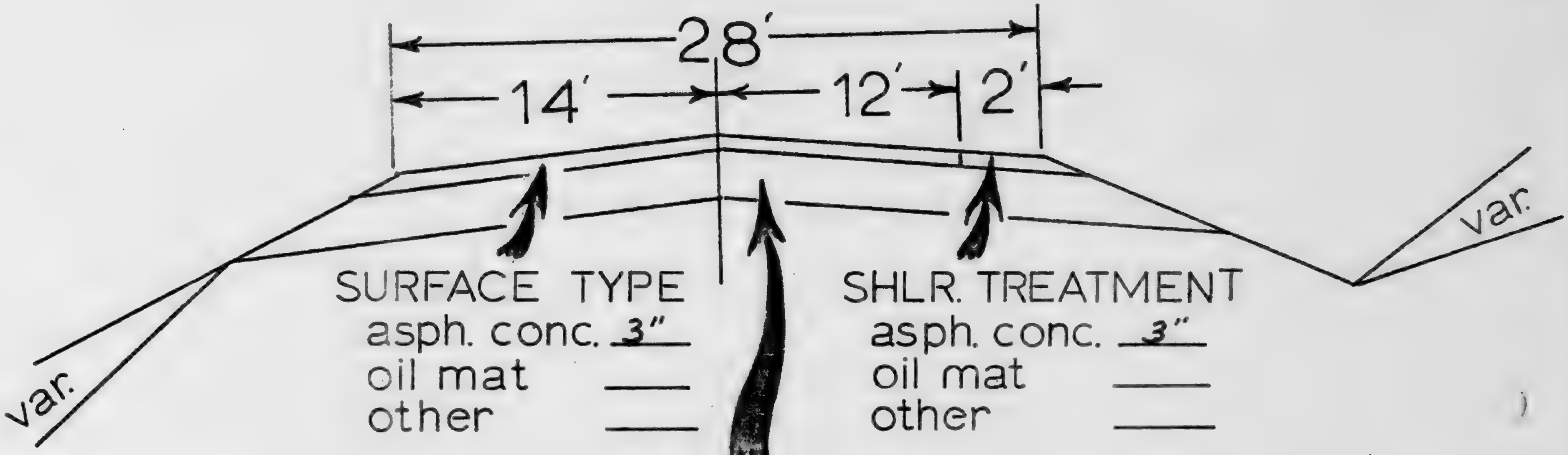
CITY OF ________ and/or HARNEY COUNTY

By________ By Dale White 8/2/83
Dale White, County Judge

By________ By Earl Hiller 8-3-83
Earl Hiller, County Commissioner

By
Frank G. White, County Commissioner

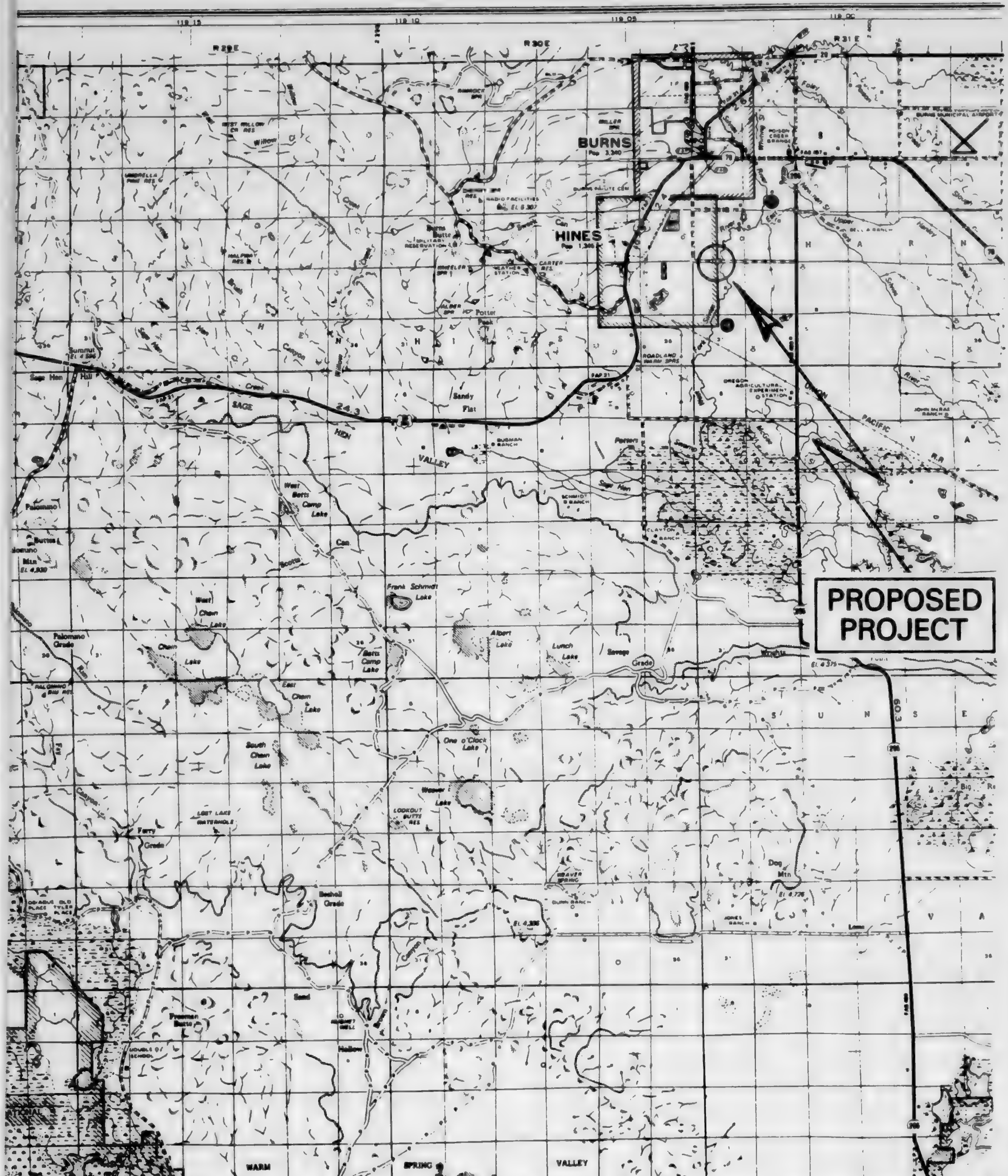
PROPOSED
TYPICAL SECTION
(200' TAPER SECTION)



SURFACE TYPE
asph. conc. 3"
oil mat ____
other ____

SHLR. TREATMENT
asph. conc. 3"
oil mat ____
other ____

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN ____
CRUSHED AGG'R. 14"
in widened areas


R 29 E
R 30 E
R 31 E
BURNS
Pop 3,380
HINES
Pop 1,380
Burns Municipal Airport
Burns Butte
Military Reservation
Potter Peak
Summit
Sage Hen Hill
Sage Hen Creek
SAGE HEN VALLEY
Sandy Flat
Silvies River
Roadland
Oregon Agricultural Experiment Station
Union Pacific R.R.
HARNEY VALLEY
Schmidt Ranch
Clayton Ranch
Palomino Buttes
Palomino Grade
West Chain Lake
Chain Lake
East Chain Lake
South Chain Lake
West Betts Camp Lake
Betts Camp Lake
Frank Schmidt Lake
Albert Lake
Lunch Lake
Savage Grade
One o'Clock Lake
Weaver Lake
Lookout Butte Res
Lost Lake Waterhole
Ferry Grade
Dog Mtn
Bechell Grade
Freeman Butte
Sand Hollow
SUNSET VALLEY
Jones Ranch
WARM SPRING VALLEY
WILDLIFE
205

PROPOSED PROJECT

9883

CCN 19-1
Duplicate
R.C.

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: H.S. Coulter
State Highway Engineer

DATE: August 2, 1983

FROM Gary A. Potter
Manager, Program Section Gary

SUBJECT Highway Bridge Replacement & Rehabilitation (HBR) Program
Local Government Projects

The joint State-County-City HBR Advisory Committee has reviewed additional requests from Local Governments concerning HBR projects and the Six-Year Highway Improvement Program. The Committee proposes to cancel one Off-System project and add four Off-System projects for funding with HBR funds.

1984 LOCAL AGENCY OFF-SYSTEM PROJECTS

JURISDICTION	PROJECT	TOTAL EST. COST	FEDERAL FUNDS	LOCAL SHARE	STATE SHARE
Umatilla Co.	Dillon Ditch (Edwards) Rd.) Br. #10463	CANCELLATION			
Harney Co.	Sylvies R. (Hotchkiss Ln.) Br. #25A42	$ 150,000	$ 12,000	$ 30,000	$ ----

1985 LOCAL AGENCY OFF-SYSTEM PROJECTS

JURISDICTION	PROJECT	TOTAL EST. COST	FEDERAL FUNDS	LOCAL SHARE	STATE SHARE
City of Clatskanie	Clatskanie R. (Park St.) Br. #09C10	$ 350,000	$ 280,000	$ 70,000	$ ----
Klamath Co.	Sprague R. (Godowa Sprgs. Rd.) Br. #35C133	300,000	240,000	60,000	----
Douglas Co.	Umpqua R. (Bullock) Br. #10C358	1,650,000	1,320,000	330,000	----

The projects have been investigated and are eligible for funding under the HPR Program. I recommend your approval and request you authorize these projects under delegated authority.

[illegible]

Approved by

H S Coulter
State Highway Engineer

8-3-83
Date

1387

Contains Recycled Materials

2883

Sylvies R. CH

Silvies R. (Hodg

(Hotchkiss) [illegible] Br

25A42 " " (Hotchkiss Ln.) Br 27.3

Old Wooden "A" frame structure

Has Temporary Repair, otherwise would collapse.

150,000

The following

Document(s)

are

Photographs

2 Hotchkiss Lane Bridge 35-A-43
7-7-83

1 Hotchkiss Lane Bridge 35-A-43
7-7-83

3 Hotchkiss Lane Bridge 35-A-43
7-7-83

4 Hotchkiss Lane Bridge 35-A-43
7-7-83

5 [illegible] Hotchkiss Lane Bridge [illegible]
7-7-83

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  1. 410                      BRIDGE INVENTORY       04/30/81   PAGE  4
  2. 14
  3. 025                                          8. BRIDGE NUMBER 25A42
  4. 0000                                       101. 000
  5. 141C40400                                   11.  00205
  6. SILVIES R(HOTCHKISS LANE)                  890. 0381
  7. CO A40400      O.S.          53. 1300
  9. 01.1 MI SO FAIRGROUNDS       54. 0000       77. 5
 10. 1300            31. 2        55. 999        78. 0028
 10A.                32. 028      56. 000        79. 02
 11A.                33. 0        57. S          80. 00200
 12. 0000            34. 00         58. 4        81. 82
 13.                 35. 0          59. 3        82. 81
 14. 0000            36. 0000       60. 3        83. 3
 15. 0000            38. 0          61. 3        84. 00114
 16. 00000           39. 000        62. N        85. 003
 17. 000000          40. 0000     63. 00         86. 006
 18. 1               41. A        64. 115        87. 00034
 19. 09              42. 15         65. 7        88. 00080
 20. 3               43. 710      66. 115        91.
 21. 3               44. 000        67. 3        92. 000
 22. 3               45. 02         68. 2        93. 000
 24. 11              46. 0000       69. N        94.
 25. 4               47.   195      70. 4
 26. 05              47A.           71. 8
 27. 5800            48. 0020       72. 2       850. 00
 28. 0200            49. 000041   73. 82        860. 00
 29. 000050          50. 000000   74. 1         870. 000000
 30. 81              51. 0195     75. 321       880. 806
                     52. 0200     76. 00066

 96.                                             95.
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SR 27.3

20:X40

BRIDGE INSPECTION REPORT

FREQ: 80-6 BRIDGE NO. 2?A42

OREGON STATE HIGHWAY DIVISION

BRIDGE TYPE 40' A-FRAME NAME Silvies River - Hutchkiss Lane HWY. NO. A40400 MILE POST 2.05
CROSSING (OVER, ~~UNDER~~) stream COUNTY Harney INSPECTORS' Kerry Landers
DISTRICT 14 YEAR BUILT 1958 PHOTOS 2 DATE 3/23/81 SIGNATURES

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. END BENTS	Caps watf	4	
	Piles watf	4	
	Footings	/	
	Footing Piles	/	
	Backwalls, Bulkheads Rock	3	
	Wings	/	
		/	
2. INTERIOR PIERS OR BENTS	Caps	/	
	Columns, Posts	/	
	Footings	/	
	Footing Piles	/	
	Piles	/	
	Bracing	/	
		/	
3. Debris on Seats		/	
4. Paint		/	
5. Collision Damage		/	
6. Scour		/	
7. Settlement (Footing or Piling)		/	
INSPECTOR'S CONDITION RATING (60)		3	
CHANNEL & CHAN. PROTECT. (61)			
1. Channel Scour		N	
2. Embankment Erosion		N	
3. Drift		N	
4. Vegetation		N	
5. Channel Change		/	
6. Fender System		/	
7. Spur Dikes & Jetties		/	
8. Riprap		3	
9. Adequacy of Opening		8	
INSPECTOR'S CONDITION RATING (61)		3	

SUPERSTRUCTURE (59)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. Stringers 10 6"x18" watf		4	
2. Girder or Beams		/	
3. Floor Beams		4	
4. TRUSSES	~~Chords~~ End post	7	
	~~Web Members~~ strut	7	
	Portals	7	
	Bracing	7	
5. ~~Diaphragms~~, Bridging		7	
6. Bearing Devices		/	
7. Paint		4	
8. Rivets or Bolts		7	
9. Welds		/	
10. Collision Damage		7	
11. Deflection under Load		OK	
12. Alignment of Members		OK	
13. Vibrations under Load		OK	
14. Machinery (Movable Spans)		/	
INSPECTOR'S CONDITION RATING (59)		4	3
CULVERTS & RETAIN. WALLS (62)			
1. Barrel or Wall	Concrete	/	
	Steel		
	Timber		
2. Headwall & Parapet			
3. Aprons			
4. Wingwalls			
5. Adequacy			
6. Debris		/	
INSPECTOR'S CONDITION RATING (62)		N/A	

DECK (58)	Condition Rating
1. Deck — Structural Condition	4
2. Wearing Surface	4
3. Deck Joints	/
4. ~~Curbs,~~ Felloe Guards	4
5. Sidewalks	/
6. Parapet, Concrete Barrier	/
7. Railing, Posts	4
8. Median Barrier, Railing	/
9. Paint	3
10. Drains	/
11. Lighting Standards	/
12. Utilities	/
13. Vibrations in Deck	OK
INSPECTOR'S CONDITION RATING (58)	4
APPROACH ALIGNMENT (65)	
1. ~~Pavement~~ & Embankment	7
2. Shoulder Embankment 28'	7
3. Relief Joints	/
4. Approach Slab	/
5. Guardrail	/
INSPECTOR'S CONDITION RATING (65)	7
SAFETY FEATURES (36)	0 0 0 0
APPR. ALINE. (72)	2
SIGNING	
1. Posted Loading	/
2. Legibility	
3. Visibility	/
INSPECTOR'S CONDITION RATING	NA

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

Substructure - Although there is no really serious but the member are old and over stressed
Superstructure - The floor beam is cracked.
Deck - Also old and badly worn
Appr. Aline (72) - Improved road width to 28' causeing serious bottleneck

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	
	Replace			

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs [illegible] and repair of whatever character.

Form 734-[illegible]

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract # 9883

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